



April 8, 1915



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Leslie's

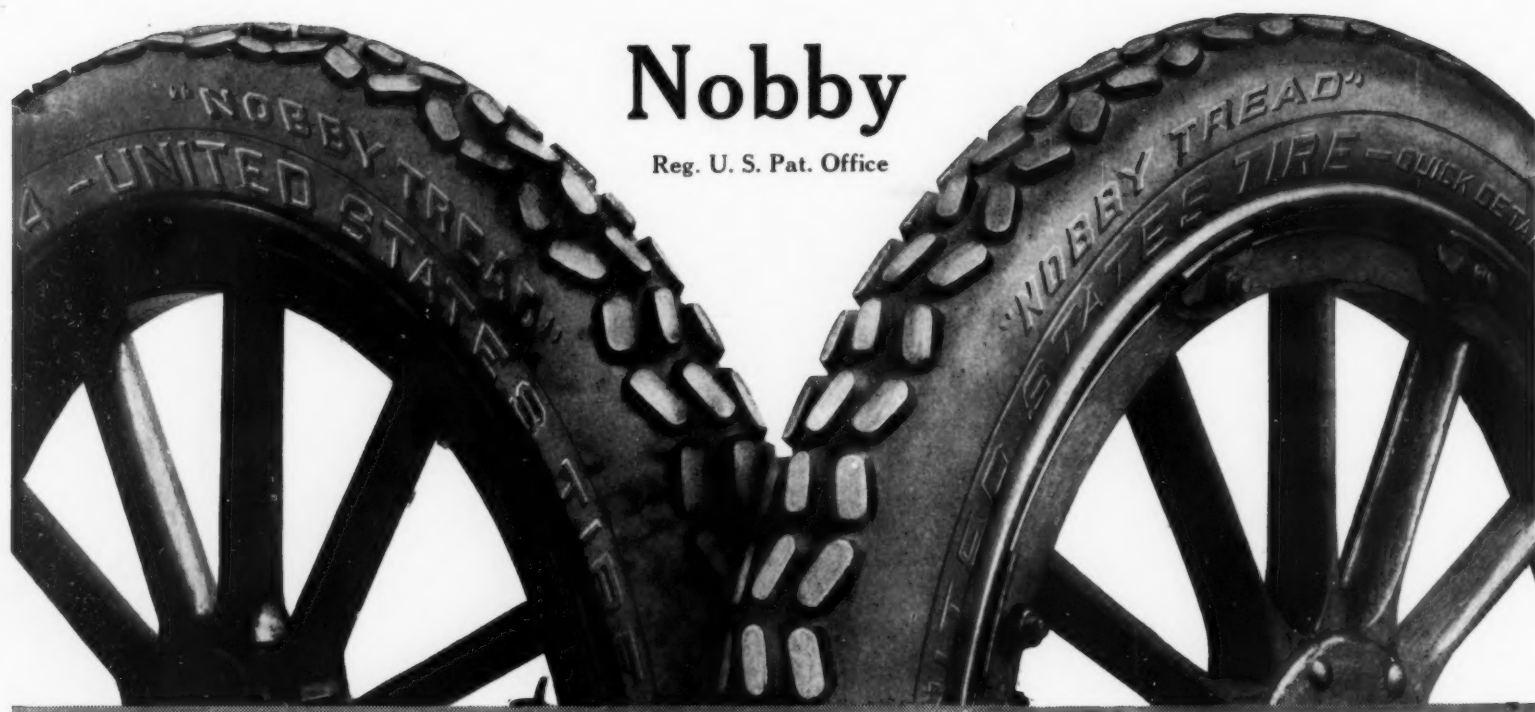
Illustrated Weekly Newspaper
Established in 1855



Drawing by E. Flohri from Photo by James H. Hare
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The Girl He Left Behind

The Schweiner Press



Nobby

Reg. U. S. Pat. Office

Ask Veteran Car Owners

You see "Nobby Tread" owners on city streets and country roads all the time, anywhere and everywhere,

- ask them why they use "Nobby Tread" Tires,
- ask them why they buy the clothes they wear,
- ask them why they buy the food they eat.

The reason will be the obvious reason—the simple reason—the same reason why they buy the best of other things, viz:—simply because they have learned that the best in tires like the best in everything is always the

Cheapest in the End

Automobile owners everywhere are rapidly learning to buy tires on a real business basis, viz:—the basis of ultimate economy.

And remember this—investigations prove that with "Nobby Tread" Tires punctures are 90% less than with the average tire.

These are the reasons why "Nobby Tread" Tires are today the largest selling high-grade anti-skid tires in the world.

Based upon their remarkable mileage records,

"Nobby Tread" Tires

are now sold under our regular warranty—perfect workmanship and material—BUT any adjustments are on a basis of

5,000 Miles

Thousands upon thousands of veteran motorists now use "Nobby Tread" Tires on their front and rear wheels through all seasons, because they give real anti-skid protection and the lowest cost per mile.



United States Tire Company

NOTE THIS:—Dealers who sell UNITED STATES TIRES sell the best of everything.

The Sun.
THURSDAY, MARCH 4, 1915.
Entered at the Post Office at New York as
Second Class Mail Matter

Credits Advertising for Growing Profits

American Radiator President Says It Offset General Depression.

The report of the American Radiator Company for the year ended January 31, 1915, shows that the balance for dividends was \$2,079,075, which was equal to 25.39 per cent. earned on the \$8,185,600 common stock, as compared with 25.19 per cent. earned on \$7,441,500 the year before. Net profits amounted to \$2,289,075, against \$2,081,267 in 1914, with a balance of \$2,079,075 for available dividends, as compared with \$1,871,267 for the same purpose in 1914. The surplus after the payment of dividends was \$423,395, against \$477,677, bringing the total surplus of the company up to \$7,127,586, as compared with \$6,704,190 on January 31, 1914.

Clarence M. Wooley, president of the company, said in his annual report:

"The high interest rates which prevail greatly restricted the construction of new buildings throughout the country; the number of permits issued was considerably smaller than in the preceding year. Greater effort was made, therefore, through promotional and advertising efforts, in conjunction with the more intensive personal canvass by the sales organization to effect employment of modern heating systems in a larger percentage of new buildings. While the greater part of the demand for boilers and radiators comes from the construction of new buildings, their introduction in old buildings has become a very important part of the total demand. The business from this source is gradually increasing.

"The business in foreign countries had disclosed a general increase up to August 1, but thereafter, due to the European war, the volume of business and net profits has materially decreased."

To the man who questions the value of good advertising, the above news story of an increase of profits in a war-torn, depressed year ought to be a genuine eye-opener.

This is just another instance of where business men have risen above their temporary difficulties and setbacks, and—war or no war, and whether "business is good" or not—have made their business good.

Advertising—telling people of the service the advertiser is prepared to give the public—is as much a benefit to the public as to the advertiser.

The public profits by learning the place to go or the goods to buy to get satisfactory service and money's-worth; the manufacturer profits by making it easier for the public to buy the goods, making it easier and cheaper for himself and for his dealers to sell the goods, and by increasing his production and thereby reducing his pro-rata cost of manufacturing and delivering the goods.

Robert O. Gernall
Advertising Manager.

Leslie's
Illustrated Weekly Newspaper

Leslie's

Illustrated Weekly Newspaper

THE OLDEST ILLUSTRATED WEEKLY NEWSPAPER IN THE UNITED STATES
ESTABLISHED DECEMBER 15, 1855

Edited by JOHN A. SLEICHER

"In God We Trust"

CXX

Thursday, April 8, 1915

No. 3109

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THE WORLD'S BEST SELLERS

Carter Inx



MAKING people think of ink in a different way isn't an easy job, even when you're promoting the sale of a different ink. The merry little Carter containers for the desk, made a new vehicle for sales. Thousands and thousands of business men and women are dipping into Mr. and Mrs. Inx—with a smile. This happy pair was the result of a business union between the house of Carter and Advertising Headquarters about three years ago. Mr. and Mrs. Carter Inx are not much for size, but into them we put a big selling idea that proved itself by making good. We have done things of similar character, in many an instance, for many a concern.

The selling spirit is ever abroad in the land, with good advertising to help. Your proposition may be a speedometer for an automobile, a cylinder oil that will make good, or a material for children's clothes. Shall we confer about expansion?

N. W. AYER & SON
ADVERTISING HEADQUARTERS
PHILADELPHIA
NEW YORK BOSTON CHICAGO

In answering advertisements please mention "Leslie's Weekly"



POWER FOR YOU!

NEW STRENGTH,
VIM and VIGOR.
ALL YOURS!

Strength that is more than mere muscular strength. The strength of perfect health, abundant nerve force may be yours through vibration! Many people are only half alive. How about yourself? Send the coupon below for full particulars about



WHITE CROSS
ELECTRIC VIBRATOR



Learn why hundreds of Physicians and Sanitariums use and recommend Vibratory Massage for relieving pain and congestion—the big enemies of Health, Strength and Beauty.

Our combination outfits give

you the three great curative agents, Vibration, Faradic and Galvanic Electricity. Make a vibrating chair out of any chair, for that tired feeling.

Relieves Pain and Congestion

You may stimulate the body with thrilling, refreshing vibration and electricity. Beautify your complexion. The Vibrator is now looked upon as a necessity in the boudoir of thousands of well-known women. Give yourself treatments for the Back, Spine, Abdomen, Leg, Arm, Eye, Ear, Scalp, Face or any other part of the body. When once you feel the health-giving vibrations thrill every nerve and fibre in your body you will appreciate what a marvelous aid to health and beauty is within your reach. Write today for the new book that tells you what vibration is doing for men and women all over the world.



Free Trial

You may have a free trial of a White Cross Electric Vibrator. Feel for yourself the exhilarating effect it will have on your body. White Cross Electric Vibrators run either on their own dry cells or may be attached to ordinary electric lights.

The White Cross Electric Vibrator

This Remarkable Book Sent FREE

This valuable book describes the human body—tells how to become healthy and beautiful and how to keep so. It explains all about our new free trial offer on the White Cross Electric Vibrator. Don't fail to get it. It's Free!



SEND THE COUPON

Even though you never intend to buy a vibrator, send and get this remarkable book, "Health and Beauty." It contains facts and information which you should know. Without any obligation on my part, please send me your free book, "Health and Beauty," and full particulars about the free trial offer on the White Cross Electric Vibrator. I assume no obligations.

LINDSTROM-SMITH CO.
1100 S. Wabash Avenue
Dept. 2414, Chicago

Name.....
Address.....
Dealers write.....

My Electrical Dealer's Name is.....

Camera and Pencil



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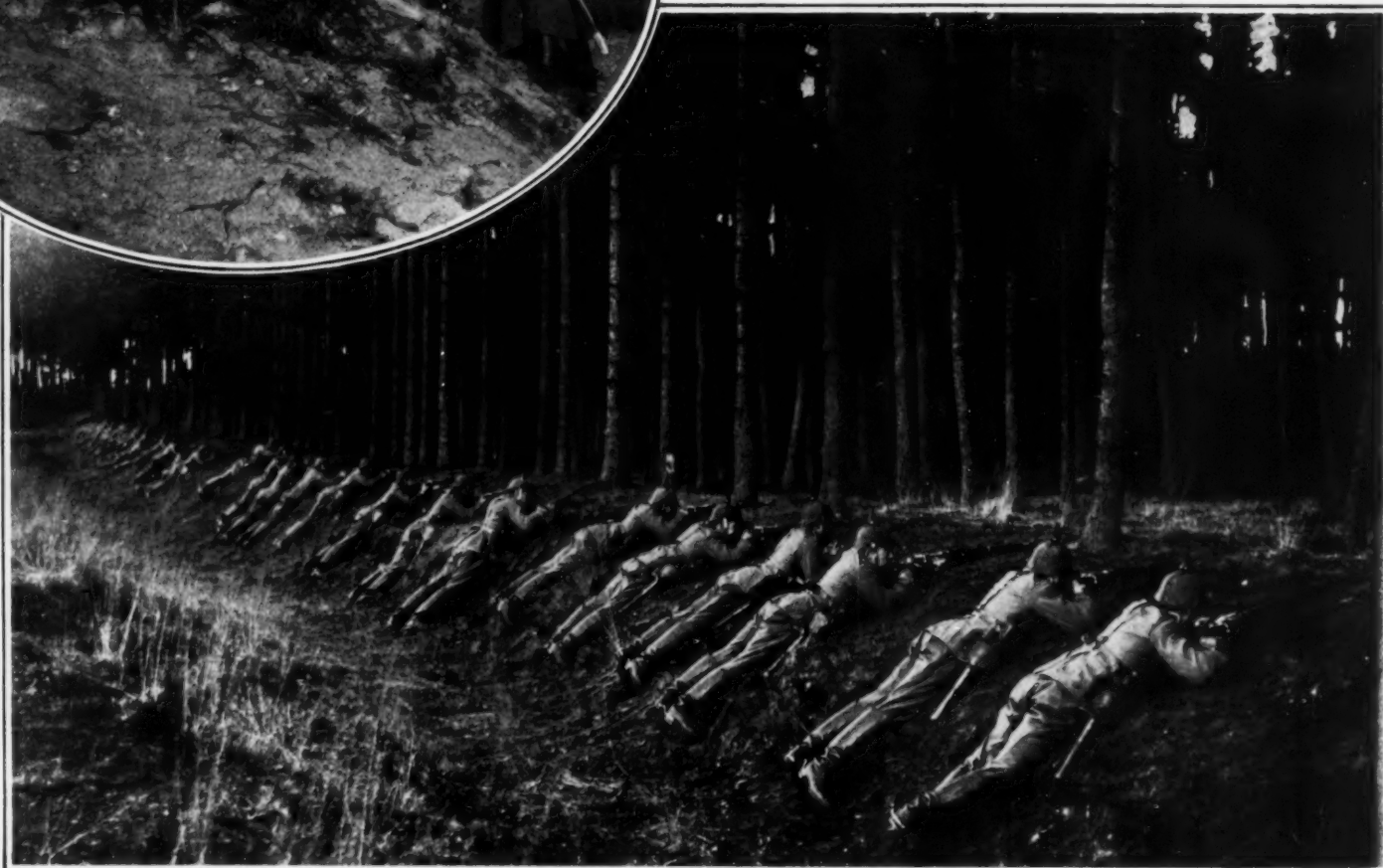
TRENCH LIFE IN THE FIGHTING ZONE OF FLANDERS

German soldiers firing on the enemy from their shelter of a trench. Note that loopholes have been made of small wooden boxes and sewer pipes. The entrance to the dug-out where the men live is shown. Recently the Belgian army, which holds a small corner of Flanders, has been taking the offensive and has driven the Germans out of a number of trenches. German engineers have been busy for months strengthening their defenses in Belgium.



RUSSIAN OFFICERS' QUARTERS

When the Russian officers live in huts like this along the front in Russian Poland it may be assumed that the men have pretty poor accommodations. Any sort of shelter from the winter weather is welcome. The war has ruined Poland, many of the towns being almost wholly destroyed. The lot of the Poles is most unfortunate, as there are many of them in both armies and they are forced to participate in the destruction of their own country.



GERMAN INFANTRY ATTACKS IN OPEN FORMATION

Copyright 1915 by the United States War Department

At the beginning of the war the German tactics were much criticized because it was alleged that the infantry advanced to attack in solid formation. Events have shown

that the German tacticians knew what they were about. They do not, however, scorn the open formation (which is shown here) when it is adapted to the work in hand.

Picture the Big War



COSSACKS CLASH WITH AUSTRIAN CAVALRY

This spirited drawing, by J. H. Jures, shows how the fighting in the Carpathian Mountains has been carried on under difficulties. Often the snow was so deep that horses could scarcely flounder through it. The Russians are now directing a fresh series of attacks against the mountain passes. If Austria-Hungary can be overrun, the Czar's forces will then be directed wholly against Germany. The forces of the Dual Monarchy are showing visible signs of weakening.



A MAN HUNT AT ZILLEBEKE

The Hertfordshire Territorials of the British army were much annoyed by sharpshooters in a dense pine wood, so a hunt was organized and the woods were scoured. It was an exciting game and the sniping stopped.



BRITISH TROOPS SURPRISED BY GERMANS

The British Staffordshire regiment entered a small town near Zonnebeke, in Flanders, as advance guard of a brigade, and found there about 70 men in khaki, whom they took to be British soldiers. They were disguised Germans, who fired a volley and fled.

Leslie's Illustrated Weekly Newspaper

New York, April 8, 1915

EDITORIAL

Let the Thinking People Rule!

The Quality that Wins

TO shave, use a sharp razor blade; to chop, use a keen-edged ax; to carve, use a knife that will cut.

Don't spend all your time sharpening your tools. Get them of the highest quality at the outset and they will keep sharp and save you time and trouble.

As it is with implements we use, so it is with men we employ. The men of quality are in demand. They come to the front. They make their way while second-rate men drop behind.

As it is quality that commands the market for the razor, the ax and the knife, the saw, the hammer, the plow and all the implements of daily use, so it is sterling quality that merits and receives recognition among men—the qualities of character, industry, integrity, honorable dealing, sincerity, rectitude and righteousness.

Note the great captains of industry, finance and of the railways who have blazed the path of prosperity in this and every other country. Mark their humble beginnings, the lack of adventitious aids, the struggles through early poverty, their splendid courage amid adversity, their buoyant hope when all others were falling by the wayside and the triumphant faith through which the final victory was won.

It is by faith that armies conquer. By faith love overcomes hatred. By faith success triumphs over adversity. Every religion is founded on faith. It enfolds in its white wings constancy, patience, charity—the sum and substance of all human virtues.

Faith vanquishes fear, stimulates hope, develops strength, triumphs over despair. Let us have faith. The bitterest rebuke of the Great Master to those about him who faltered was "Oh, ye, of little faith."

Believe in yourself, in the goods you sell, the tools you use, the character you bear. Test their quality.

Prosperity the Watchword!

LABOR and capital alike want prosperity. Let the Administration openly declare that hereafter its policy will be to unloosen business and to lift the heavy hand of the so-called Department of Justice, to stop the system of spying, busting and smashing inaugurated under the Roosevelt administration, and continued under that of Taft. Then we shall have an end of bread lines and the wail of the jobless.

It will be the crowning glory of the Wilson Administration if it helps business to its feet once more and gives assurance to the banks, the captains of industry and to all investors, of fullest freedom to engage in the building up of legitimate enterprises, the extension of our railroad system, the broadening of markets for our cotton, copper, and all other commodities.

Combinations will help and not restrain trade. They were combining industrial units all over Germany, England, France, before the war. The opportunity has come to us now to take our fair share of the trade of South and Central America, of Mexico, Africa, China and Japan. Let us not lose it. Give business a chance to grow big.

Give the railroads a living income, restore their credit and let them expend millions in much-needed extensions and improvements. Put an end to the era of cut-throat price-cutting. Let bankers pool their issues so as to take care of all the securities that sorely distressed foreigners may seek to unload upon us.

Both the great political parties have been to blame for encouraging a spirit of unrest, distrust, envy and strife. The voters have repudiated all this. The time has come to reverse the national policy. The people will see to it that this is done, sooner or later.

The Pendulum's Swing

REVERSED! Not long ago, when verdicts were being rendered against our great industrial corporations and heavy penalties were being inflicted, the yellow journals and muckraking magazines were shouting in exultation. Now, while the courts are acting in the light of reason, reversing the decision in the National Cash Register Case, dismissing proceedings in the Keystone Watch, the United Shoe Machinery and the Periodical Clearing House Association cases, expressions

A Democratic Leader's Timely Advice

By Senator OSCAR W. UNDERWOOD, of Alabama

LET us inspire courage and give aid to those leaders who, not by chance but through merit, direct our industry, control our trade, and manage our finance. It is not enough for our Government to permit them to rise from the prostration that has overtaken them and their affairs; it must occasionally assist them. We have reached the point where sound progressivism must recognize that the proper regulation of business requires that it must be sometimes helped and not always hindered, that we must occasionally say "You may," and not always "You shall not."

of public satisfaction are heard on every side. The pendulum is swinging away from unrest and unreason, toward sanity and safety.

It is a source of no little satisfaction to know that, during all these years of trust-busting and railroad-smashing, LESLIE's has persistently and consistently maintained an attitude of vigorous opposition toward the advocates of destructive policies. It is a still greater satisfaction to receive, from day to day, the warmest letters of commendation from our readers in every section of the country in renewing their subscriptions.

A well-known manufacturer in Michigan writes: "Every reader in the United States ought to read LESLIE's. It would help turn the tide in the proper channels, to return the business of our country back to prosperity. God speed the day when editors will print the truth rather than cater to a line of demagogue talk that will increase their circulation." The General Secretary of the Brooks County Industrial Club, writing from Quitman, Ga., says: "I have been reading with intense interest and admiration the editorial page of LESLIE's. The kind of fight you are making deserves at least subscription support." A writer at Huntington, W. Va., says: "I think all who have the advantage of reading LESLIE's are stimulated to take saner views of business affairs and that you have already accomplished a great work in bringing about better conditions along this line."

From San Francisco, comes a cordial letter from a subscriber saying: "LESLIE's is the only paper in the United States that I know of that has kept its head and sanity during the carnival of imbecility and hysteria which has swept the country for fifteen years." The fight has not been won, but it will be as soon as the people of this country begin to think for themselves. Let the thinking people rule!

Perverting the Public Service

CONTEMPTIBLE! Is the Public Service to be used at the taxpayers' expense to gratify private grievances? If so, let not taxpayers complain because their burdens are becoming unbearable. The notorious "wolf of Wall Street," Lamar, and the still more notorious liar and faker Mulhall were able to instigate Congressional investigations that proved utterly unproductive of beneficial results. And now an irresponsible unknown writing from a London club a scurrilous insinuation against the New York Times has had sufficient influence to make his charges the basis of an inquiry by a Senate committee of which Mr. Walsh is Chairman, regarding the ownership of our contemporary.

It is surprising that Senator Walsh paid the slightest attention to a communication of such a character. The examination disclosed that the New York Times is controlled by Mr. Adolph S. Ochs and his associates and by no one else. The intimation that it had obtained financial support in England was found to be utterly unjustified. No one can blame Mr. Charles R. Miller, for the past thirty-two years the influential and respected Editor-in-Chief of the Times, for making an emphatic protest at the close of his testimony against the "tendency of Governmental investigations to place the newspapers of the country under a sort of duress." Mr. Miller, justly indignant, declared to the Senate Committee, "I can see no ethical, moral or legal right that you have to put many of the questions that you have asked me today. I do not acknowledge your right to inquire into the way in which we conduct our business any more than you would have the right to inquire into the way in which a public speaker, addressing an audience, has formed his opinion."

Though Mr. Miller did not hesitate to waive his right and answered the impertinent questions of the Committee, he was justified in entering his protest. The newspapers are suffering in common with our captains of industry, our railways and bankers—all who have been dragged to Washington to undergo the humiliating ordeal of investigation. Millions of the public funds have been dissipated in this way. One of the latest of these so-called investigations by the Industrial Trade Board, aimed at the muni-

ficent foundations established by Mr. Carnegie, Mr. Rockefeller and others, was nothing less than an exposure of the methods of notoriety-seekers and cheap demagogues and it was an indecent exposure at that!

The Plain Truth

DRIFT! The country has been drifting. It has been in the hands of little men. It has been drifting toward dangerous conditions, threatening government control of the railroad, the telegraph, the express business, and of all other public utilities. The next move will be to fix prices of the products of factory and farm. This is the revolutionary drift. Worse than all, the public makes no outcry against it. It seems to be dazed by a strange and extraordinary spectacle, hypnotized by experimenters, wondering if these things can be, but hoping they will not be.

SUPERB! Artistically, architecturally, picturesquely, chromatically, the Panama-Pacific Exposition at San Francisco excels all predecessors. In the extent and variety of its exhibits, it is among the best the world has ever seen. Electrically lighted at night, it is a silvery dream. To the visitor from the East, who had just left the bleakness of Winter, the rich profusion of flowers and foliage at the Exposition is a great delight. Already the tide of travel toward the Pacific Coast has set in from every direction. San Francisco is well prepared for the reception of the army of visitors the Exposition is bound to attract during the summer and fall months. The railroads, with their special low excursion rates, are taking excellent care of travelers and will undoubtedly continue to do so, but the time to see the Exposition in all its glory and richness and to enjoy the trip and the visit with greatest comfort is just now. And don't forget San Diego.

MINIMUM! The idea of a minimum wage established by law could hardly have appealed to so many well-meaning persons had they carefully studied the matter. Neither would nine states have passed minimum wage laws, had all sides of the question been considered. Strong practical objections to the enactment of this scheme were presented by Hon. Rome G. Brown, in his address at the annual dinner of the National Retail Dry Goods Association in New York. He showed that the minimum wage involves a forced gratuity from the employer to the inefficient worker. Instead of receiving what is not earned, the inefficient worker will be discharged. This new fad has caused the discharge of one hundred persons from a single concern in Massachusetts. Business in a state where there is a minimum wage law is at a disadvantage in competition with industry located in states where there is no such law. The minimum wage tends to become the maximum wage. It is based on the theory of the division of property between those who have and those who have not. The employer is required to pay it even though his business brings little or no profit. If a minimum wage can be fixed, so can a maximum wage, and if a legislature can regulate wages, it can regulate prices. As a special welfare measure to be worked out by co-operation and education, the minimum wage is worthy of support. If made compulsory, however, it becomes unworkable and vicious and is a long step towards socialism. It is time to think of these things.

INNOCENT! What judge is safe if his character may be made the subject of official investigation on the complaint of any one who in a suit at law has been ruled against by the judge? Federal Judge A. G. Dayton, of West Virginia, was compelled to submit to the inconvenience and embarrassment of such an investigation by a sub-committee of the House Judiciary Committee. After Judge Dayton's private affairs had been gone into, after charges had been preferred, which, if true, would have warranted his impeachment, but which could not be shown to have foundation in fact, after the publication of numerous articles of an inflammatory nature in the newspapers, the House Judiciary Committee voted to drop the impeachment proceedings. The animus behind the charges was largely the result of a decision by Judge Dayton against the United Mine Workers of America. The latter organization had been endeavoring to unionize the employees of the Hichman Coal and Coke Company. Since this company had a contract with each of its men before they were employed in which they agreed not to join a labor union, and since on a study of the case Judge Dayton became convinced that the contract was lawful, a permanent injunction was granted by him restraining the unions from unionizing the plant. Judge Dayton testified before the House Judiciary Committee that he reached this decision only after a year of the hardest study, and the decision was rendered with no prejudice against labor organizations and with no intention to do them an injury. If a responsible committee like the House Judiciary Committee wastes its valuable time entertaining charges which later it drops, but only after having done untold harm to the one accused, no judge is safe from such unwarranted attacks. Investigations are costly and the taxpayers must stand the burden. Isn't it time for them to make their influence felt?

The Witches' Cauldron Up to Date



DRAWN BY JOSEPH KEPPLER

"Double, double toil and trouble
Fire burn and cauldron bubble."—*Macbeth, Act IV, Scene 1.*

The Trend of Public Opinion

By CHARLTON BATES STRAYER

The Fall of a Powerful Fortress

REGARDED as one of the most powerful fortresses in the world, the fall of Przemysl is the most significant single advantage yet gained by the Allies. It involved the surrender, with honors of war, of an army of nearly 120,000 men—a force considerably in excess of the total regular army of the United States—and the first army of the German-Austrian forces to surrender. By offsetting the defeats that the Russians have suffered its moral effect on the people will be tremendous. Its chief material advantage is that it opens the way to Cracow, the capital of Galicia, and also facilitates the Russian advance against the passes of the Carpathian mountains, through which the invasion of Hungary is contemplated. If these objectives can be accomplished the collapse of the Austrian-Hungarian military power must speedily follow, and it is not inconceivable that the Dual Monarchy might be forced to consider separate terms of peace. The fall of a single fortress, no matter how important, does not mean, in this war, the beginning of the end. In our own war between the States the capture of Vicksburg and the Federal victory at Gettysburg were looked upon as most decisive actions, yet the war dragged on many months, and it was not until the resources of the South were exhausted that the end came. Even granting that the fall of Przemysl presages driving a wedge between Germany and Austria, the former would doubtless continue to fight on alone. The German press takes the attitude that the capture of this fortress, while morally depressing to Germany, is not of great military importance. The next few weeks will show whether or not this is the case.

Japan Still Crowding China

JAPAN'S demands on China still occupy the attention of observers of international affairs. The United States has been officially informed from Tokio that the Japanese position does not contravene the agreement signed by the United States and Japan affirming the principle of an "open door" in China, and presumably similar assurances have been given to the interested European powers. Nevertheless, there is a tendency to regard these declarations as diplomatic and not unreserved. China herself is far from being satisfied that her island mentor means well by her. Her people are reported as perplexed by Japan's moves and as fearing the worst. Five of Japan's demands, which concern Manchuria, have been accepted by China, but additional discussions have been arranged for regarding South Manchuria and East Mongolia, and Japan, it is said, is pressing new demands. The Chinese government, though conciliatory, has shown

rather more backbone in the negotiations than could have been expected. Its resistance caused some modifications of the demands. China's defensive power, however, is so feeble that Japan with her large and well-equipped military and naval forces naturally overawes her. The recent arrival of additional Japanese troops in Manchuria and Shantung (making a total there of 150,000 soldiers) incited Peking to demand an explanation (which did not prove reassuring) and caused excitement at different points in China. Anti-Japanese rioting occurred at Shanghai and boycotts on Japanese goods were reported from several places. President Yuan Shih-Kai ordered the governors of the provinces to prevent further disturbances and informed them that the parleys between the two countries were proceeding satisfactorily. But it was announced that the nation's mood was such that a tremendous agitation might easily be excited. The indications are that the Chinese are at last developing a national sentiment, the lack of which has for centuries been their great land's weakness and detriment.

Kind Words Subdue Hostile Indians

BRIGADIER GENERAL HUGH L. SCOTT, Chief of Staff of the United States Army, by kind words induced the surrender of a band of Piute Indians that had resisted the attempt of a United States marshal to arrest one of their number. The Indians left their camp and took to the hills of Eastern Utah to protect Tse-ne-gat, one of the band, who was charged with killing a Mexican. The word that the Piutes were on the warpath brought out plenty of cowboys and plainsmen anxious to participate in an Indian hunt, and Marshal Nebeker's posse had several encounters with the Piutes in the Utah mountains. The net result was the killing of six men and the wounding of several others, as well as some Indian women and children, and the Indians were neither captured nor subdued. The marshal was called off by orders from Washington and General Scott was sent to Utah, not at the head of troops, but as an emissary of the Great White Father to his Indian children. With an Indian guide he rode into the mountains, met the Piutes and talked matters over with them in a friendly way. As a result the Indians surrendered Tse-ne-gat and three others against whom charges had been preferred, and General Scott took them to jail at Salt Lake City. He assured them that they would have a fair trial, and says that they claim that the trouble was due to their having been driven out of their lands by cowboys who treated them harshly. The days of Indian hunting are past. General Scott and others of his kind have shown that the wildest and most primitive of tribes can be handled without bloodshed.

Germany Does Some Blockading

GERMANY turned a new leaf in her submarine blockade of England when the U-28 seized two Dutch ships carrying food to England, convoyed them to Zeebrugge and confiscated their cargoes. It does not yet appear whether the steamers are to be released or to be confiscated like the cargoes. Defending the seizure the *Frankfurter Zeitung* says, "Inasmuch as the Anglo-French population declares foodstuffs to be contraband of war and aims at preventing their importation into Germany, it must be regarded as a thoroughly justified counter measure when Germany, so far as possible, prevents the importation of foodstuffs to Great Britain." The German method differs from the British Order in Council in that the latter does not contemplate confiscation as in a regular blockade, but will send all cargoes of non-contraband through the regular procedure of a prize court. The *Vienna Frei Presse* says regarding the Dutch seizures: "The Germans have got submarine boats which we might almost call submarine cruisers. Doubtless when Germany has the use of a good number of these boats, then the blockade of England by submarines will take quite another aspect than that which it has done up to now." As a further instance of the way in which the rights of neutrals are being violated may be cited the sinking of the Dutch steamer *Medea* almost within sight of the coast of England. The vessel was flying the Dutch flag and carried a Dutch crew, but because she had a cargo of oranges for England she was stopped by a submarine, and the crew given 15 minutes to take to the boats. The ship was then sunk by gunfire.

Neutrality Lines Tightening

THE attempt of the Hamburg-American liner *Odenwald* to dash from the harbor of San Juan, Porto Rico, without clearance papers justifies the act, rushed through Congress just before its close, to cover cases of this kind. The object of the act was to prevent United States ports from becoming a base of supplies for any belligerent warship, and the penalty it attached to any such attempt is forfeiture of the vessel in addition to fine or imprisonment for the master or commanding officer. An action, accordingly, will be brought by the Federal Department of Justice in the United States Court in Porto Rico in which it will be alleged that the *Odenwald* attempted to violate the laws of the United States respecting neutrality. The act of the *Odenwald* resulted in an immediate tightening of the lines at all our ports. A successful violation of the privileges of our neutral ports might result in serious international entanglements, and this the President is determined to prevent.

How Americans Repair

Splendid Hospital at Neuilly sur

By JAMES H. HARE

Special War Photographer for LESLIE'S



CHEERFUL THOUGH MAIMED FOR LIFE
Private Jenner, aged 21, who has lost one leg
and has a bad wound in the other.

THE American Ambulance Hospital at Neuilly, Paris, just a short distance outside the walls of the city to the northwest, is ideally located in a splendid new building that was in course of construction for a high school—the Lycee Pasteur. It was requisitioned by the French government and turned over to the hospital. It is managed by a committee elected by the board of guardians and supported by public subscriptions. The wards are named after American cities that have contributed to the fund, and New York, Boston, Philadelphia, New Haven, etc., are in evidence directly you enter the building. I understand the cost of maintenance is about \$5,000 a month per ward. The doctors and nurses and the ambulance drivers and stretcher bearers have volunteered their services, and not only are receiving no recompense but in many cases are at quite a large personal expense also.

There is a staff of upwards of 30 doctors, headed by Dr. Buchet, the chief surgeon, and Dr. Blake, and over 100 trained nurses, besides more than that number of auxiliary helpers, American ladies living in France and French ladies. Instead of a commandant at the head, the committee has placed an "Officer of the Day" in charge. When I presented myself at the hospital and asked for permission to make photographs for LESLIE'S, the concierge told me I must see the Officer of the Day, and after much delay and some little argument he gave me the necessary permission.

The first ward I entered was named New York. There I found some charming nurses attending to the patients, most of whom were convalescent. I presume this is owing to the partial cessation of heavy fighting the last month or so. No doubt when the weather moderates a bit and a concerted movement is ready to advance, the number of maimed and mutilated will be greater than ever. Every patient spoke highly of the treatment he received. I will correct myself—not every patient, for some were not able to speak. Quite a number have sustained injuries to the jaw, and were receiving attention at one of the finest dental departments ever attached to a military hospital. Wonderful cases were recorded of operations performed where men had been shot in the face. It was claimed that one man had actually had an entire new jaw placed in his head. There was no color line—white and black men receiving the same attention. One colored man was quite a favorite as he wheeled himself around in his chair and visited his friends along the corridors of the veranda on fine days and was full of life and jokes. Some of the wounds, to the "layman's" eyes, seemed terrible. One in particular was the worst I've ever seen on a living man. The foot had been struck with shrapnel and was swollen out of all resemblance to humanity, with a terrible open wound. A nurse was delegated to keep a constant drip of sterilized water on it to cleanse it, with the result, from a medical point of view, that it was in splendid condition, and with no sign of gangrene. The doctors had every reason to believe that they would save the patient's limb, though to me it seemed impossible.

The same cheerfulness was apparent in both the French and English patients. One English lad—I guessed his age at 19 years but he said he was 21—had one leg amputated just below the thigh and the other one badly injured. He is Private Jenner of the Royal Fusiliers, shot at Soissons just about the time I was in that neighborhood last autumn, and was one of the most cheerful fellows in the hospital, regardless of the fact he was crippled for life in defense of his country.

The nurse attending him was as pretty a girl as I've ever seen, and when I suggested making a posed picture



BRINGING IN THE WOUNDED BY AUTO
The favorite ambulance is a light car accommodating four stretchers.

of them he immediately assumed a fighting attitude and said: "All right, I'll be punching the nurse." Evidently he wanted to show his affection à la Bill Sykes.

I was told about the dog that saved his master's life by



WELL-KNOWN AMERICANS IN SERVICE
Captain Kipling of the Ambulance corps (in center)
and Robert P. Breeze (at right). Both serve without
pay and at considerable personal expense.

calling attention of the stretcher bearers to him when the earth had buried him in the trenches at Arras. He was the only dog allowed in the hospital. When brought in to be photographed, everybody made a fuss over him and he



FELLOW WORKERS FOR HUMANITY
The smallest French Boy Scout and
the biggest American ambulance man.

was so excited that I despaired of getting a picture, but after a few moments he quieted down and behaved as a sensible animal should do, and I thought it quite possible that he had done the wonderful things attributed to him.

When the weather permits, the patients are taken out-of-doors on the veranda, and the convalescents who can use their feet cannot resist the pleasure of trundling a small ball. At times the game got quite strenuous, and in the excitement some fast passes were made and I quite expected to see some of the patients hobbling around on their crutches swept off their feet, but no, they themselves hit at the ball with their crutches, if possible.

One very interesting department was that of women making bandages and various orthopedic appliances. Upwards of 12,000 pieces of different designs are turned out in a month, many of them having to be invented to suit individual requirements. There were 383 patients on the roll, making a total of 1,325 since the beginning of the war. Two of the English Tommies were making a tour of the wards saying good-bye to their fellow sufferers and with tears in their eyes thanking the nurses for their care and attention.

Captain Kipling of New York is in charge of the Transportation Department, a young man full of snap and energy. Evidently discipline is enforced here, which must call for the skill of a diplomat to maintain in a corps where all the service is voluntary and the men drawn from all spheres of life and social positions, many of whom had contributed lavishly to the Hospital Fund. An American, Colonel Casswell, has contributed 5,000 francs. Dr. Grove was in charge of the wounded while in transit to the hospital; one man acting as chauffeur is the son of a millionaire cotton king; another is reported to have sold his seat on the Stock Exchange to come out here. Then I came across an old friend, I. Cowan Hubert of New York. Last time I saw him he was managing the American tour of Paulhan, the French aviator, when he visited the United States and made such splendid flights in the early days of aviation. I could enumerate many others.

I admired an imposing looking ambulance car and Captain Kipling remarked, "Yes, that is certainly an expensive

outfit. It was presented to us with a complete list of accessories, even down to the sheets, but it is a very good specimen of what ought not to be. It would, no doubt, be valuable for taking care of accidents in a city, but it is absolutely impracticable for our requirements. We have found by actual experience that small cars with accommodation for three or four stretchers are more serviceable than the high-priced, heavy cars, and they use less petrol also, which is a big factor." In point of fact there are fifty light American cars already in use and more on their way.

When the stretcher bearers are not busy bringing in wounded they are drilled in the duties of carrying wounded and the proper handling of the stretchers or transferring wounded from one stretcher to another. The utmost good fellowship exists in the corps, to which was attached a company of Boy Scouts.



THE NEW YORK WARD CONVALESCENTS
The wards in the hospital are named for the cities that have contributed to their equipment and maintenance.

Human Wrecks of War

Seine Maintained Wholly by Them



NO COLOR LINE IN THE HOS- PITALS

Moussa, a coal black French colonial soldier, is a great favorite in the hospital on account of his cheerful disposition. French, Belgians, British, Indians and Senegalese all get exactly the same care. The convalescents are kept in the open air as much as possible.



THE WEDNESDAY CONCERT IS WELL ATTENDED

Wounded men recover more rapidly when their minds are diverted, so weekly concerts are given for the convales-

cents. The American hospital is making a wonderful record in bringing about rapid recoveries from serious wounds.



EXTERIOR VIEW OF THE AMERICAN HOSPITAL

This beautiful building was nearing completion when the war commenced. It was intended for a school, but was turned into a hospital, and was wholly equipped by donations from Americans. It has a capacity of about 400 patients. It depends on contributions for its support. Many wealthy Americans are serving without pay in its ambulance corps.



CONVALESCENTS ENJOYING A BALL GAME IN THE OPEN AIR

The patients, especially the British, are eager for a little active exercise as soon as they are able to be around, and a number of games are played. It is not unusual to see men on crutches

joining in a little football scrimmage. The American Hospital had cared for nearly 1,400 patients up to the first of March. Its record for efficiency is of the highest.



A DOG THAT SAVED HIS MASTER'S LIFE

This handsome English setter is privileged to enter the American Hospital and gets his meals from the kitchen because he called the attention of the stretcher men to his owner, a French soldier, who had been buried in a trench by the shell that wounded him. He was dug out alive and is recovering. The dog shows the deepest affection for the man, a feeling that is naturally reciprocated. Many instances of the intelligence of dogs in the war are recounted. The ambulance men find those trained to assist in locating the dead and wounded are of the greatest assistance.

Germany Trains Her Boys for War

By FRITZ ARNO WAGNER, Special Correspondent for LESLIE'S WEEKLY



SCHOOLBOYS ON THE CHARGE

In such exercises the German youth are drilled weekly. This is a familiar scene in the suburbs of Berlin.

NO other country in the world has so thorough a preparation of her youth for military service as has Germany in its magnificent system of public schools. This training begins with the gymnastic exercises which form an important part of the curriculum throughout the educational system, from the primary schools to the colleges and universities. These are supplemented by similar physical exercises under the auspices of private societies, such as the Turngeminden instituted by Father Ludwig Jahn. On the basis of a sound body, the German educational system early commences to build a superstructure of discipline which prepares the young man to enter his destined place in the army without inconvenience to himself.

The discipline in the German army, which is, as is well known, most rigorous, could not be successfully maintained if the recruits were not prepared for it by ingrained habits of obedience. The German is beyond a doubt the incarnation of discipline. Only a few years ago Germany instituted a new method of training boys for their military careers, through the medium of the Boy Scout unions. The Boy Scouts have



FIRST AID INSTRUCTIONS

The military training in the schoolroom includes first aid for the injured.

At the outbreak of the war about two millions of Germans volunteered for service in the army, the greater part of them being mere boys. Most of them were rejected, but it is said that since almost two millions have been accepted. Among them are boys of sixteen years.

"How can boys of this age endure the hardships of a war of the most terrible character?" is a question which many have asked. The answer is that they were prepared for it by being made strong through scientific gymnastic exercises while they were still mere children. Moreover, they have been taught patriotism from the day in which they first entered the schools. On both battle fronts students, cadets and college boys are fighting for the Fatherland, and in doing this they are realizing the dreams of their boyhood. Their hardiness and courage have no limit. Young Germans, taught to put the welfare of the Fatherland above all personal considerations, stormed and took Dixmude singing "Deutschland, Deutschland Über Alles."

German boys destined for the navy are trained with the same thoroughness as those prepared for the army.



RIFLES IN THE CLASSROOM

Lectures are given on the mechanism of the gun and the theory of its use.

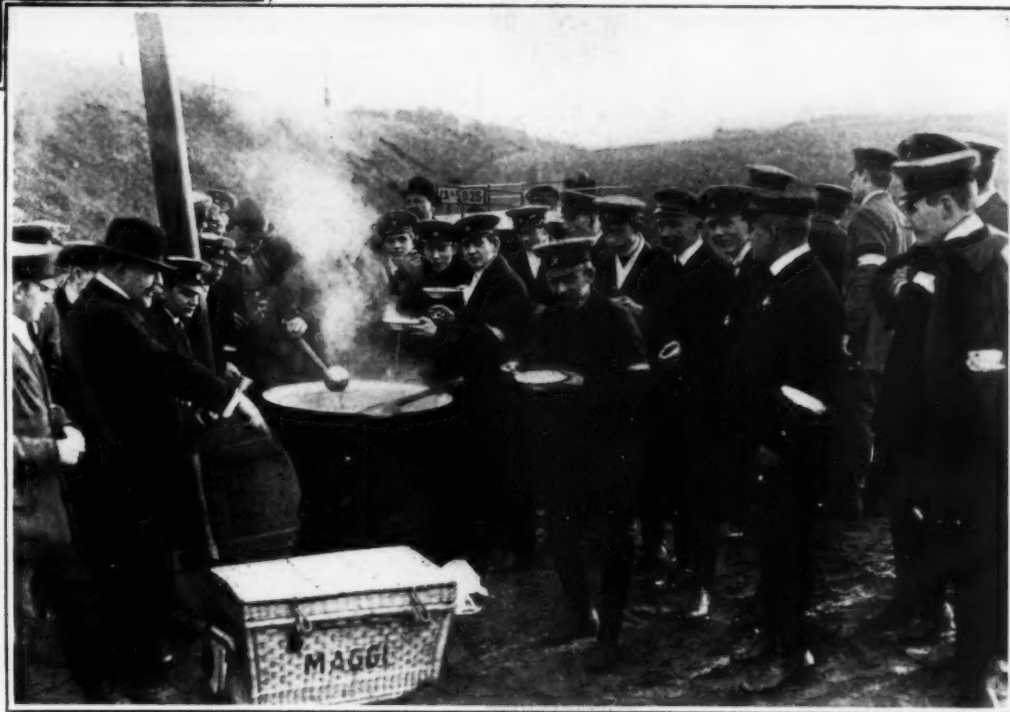
already rendered great service in this war, especially in Belgium, where they were, and are, extensively employed as couriers. But all that had been done before the outbreak of the war in the way of military preparation has been eclipsed by the thorough training that the youths from sixteen years upward are receiving now. Here in Berlin every Sunday morning finds the maneuver fields thronged with companies of boys, especially on the Tempelhoferfeld, where formerly the Kaiser passed in review every spring and autumn his crack regiments. Here no matter what the weather may be the German lads come by the thousand. Even if the mercury is below zero and the ground is covered with snow they go through their military exercises, under the eye of a stern old retired soldier, with enthusiasm and precision. There are in Berlin alone about 60,000 boys over sixteen years of age who are under training and many of them volunteer from time to time for duty in the army or navy. This movement, however, is not confined to Berlin, but extends over the whole country, and it is a conservative estimate to state that there are at the present time more than two million youths from sixteen to twenty years of age in active preparation for army service.

This volunteer training is, of course, far from the thorough military drill of the army, but it is a great preparation, and when these lads are enrolled with the defenders of the Fatherland they will already be more than half soldiers. Not only will they have an elementary knowledge of the manual of arms, but they will be well drilled in habits of discipline and obedience.



A SKIRMISH LINE OF SIXTEEN-YEAR-OLDS

Rain or shine, cold or hot, these boys go through their drill on the appointed days. They are full of military ardor and many of them have tried repeatedly to volunteer.



GATHERED AROUND THE "GOULASH CANNON"

By this name the young German calls the portable kitchens wherein lunches are prepared for the boys doing outdoor drill. Note the fine physique of the lads and their intelligent faces.

People Talked About



JAPANESE GEOGRAPHER ON WORLD TOUR
Quichi Tanaka, a member of the Imperial Japanese Geographical Society, is touring the world in the interests of science. In eight years he has traveled 93,000 miles, visiting 53 countries. He speaks five languages. When traveling by land he uses a bicycle. He is collecting material for a book.



GENERAL DMITRIEFF

Commander of the Russian army that captured the Austrian fortress of Przemyśl after a siege of over six months. The prisoners taken numbered 119,000. General Dmitrieff is a Bulgarian and a veteran of the Balkan wars. Four attempts to raise the siege by Austrian field armies were defeated. The fall of the fortress opens the way for a Russian advance on Cracow. The Russians have changed the name of the fortress and town to Pernysl.



GENERAL KUSMANEK

The defender of Przemyśl, who surrendered with his army only when many of the starving soldiers refused to march against the Russians in a desperate sortie. The provisions of the garrison were exhausted and disease was epidemic. 15,000 persons being sick with cholera and typhus when the Russians entered the town.



NEW TENNIS CHAMPION

Miss Molla Bjurstedt, a Norwegian, won the National Indoor Tennis Championship from the former holder, Miss Marie Wagner, at the recent tournament in New York. She showed herself to be mistress of all the strokes in the game, and she is said by many to be the greatest tennis player in the world.



BOYS WHO MAKE OUR NAVY'S REPUTATION FOR GOOD SHOOTING

The champion gun crew aboard the U.S. battleship Texas. These are the men that made the famous score of eight hits in eight shots last fall, and who are representing the Texas in the marksmanship contests at Guantanamo. From left to right those standing are: W. Rembaltz, A. R. Spelbring, W. J. Sohmer, J. J. O'Leary, A. Anderson, Ensign J. K. Richards, Lieutenant E. L. Gunther, Marlow, Schemstahl, Redding, W. A. Moran, W. T. Tosh. Sitting: W. F. Ruff, A. W. Parnell, R. R. Statzenburg, Conley, P. D. Miller, R. J. Haley, W. Duval, O. C. Newman.



ITALY'S ROYAL NAVAL COMMANDER

The Duke of Abruzzi is in command of the Italian navy and in case of his country going to war with Austria would probably be found on the flagship of the fleet that made the first hostile advance against the Adriatic ports. He is a thorough sailor. For weeks Italy has been, apparently, on the verge of declaring war on Austria. Germans and Austrians have been advised by their consuls to leave Italy.



WORKING FOR BELGIUM

Miss Reine Gelisson, a Belgian girl who was in this country as a student at the outbreak of the war, is collecting aid for the stricken people of her country. She has organized an extensive relief corps in Savannah, Ga.



GOOD ROADS ADVOCATE

For the seventh successive year Philip T. Colgrove, of Hastings, Mich., has been elected president of the Michigan Good Roads Association. He is a lawyer and farmer, and has a wide reputation as a good roads booster.



JOHN JACOB ASTOR, JR.

First snap-shot ever made of the two-and-a-half-year-old son of the wealthy New Yorker lost on the Titanic.

Pictorial Digest of the World's



COURTESY
FEDERATION PHOTOGRAPHIC
**THE POWER
THAT HOLDS
BELGIUM**

General Bissing and staff inspecting German troops. The general is military governor of Belgium, succeeding Field Marshal von der Goltz, who was sent to Turkey to handle the armies of the Sultan. The Germans are trying to put Belgium into some sort of order, evidently intending to maintain control of it permanently. Work is furnished to as many of the inhabitants as possible, but business is necessarily paralyzed and the destitution is increasing. The Belgians submit to foreign rule sullenly. Recently a census of all carrier pigeons was ordered by the military authorities. The return was made with great detail, German names being given to the birds and unflattering biographies written.



A SNOW STORM IN THE SEMI-TROPICS

San Antonio, Texas, was visited by a real snow on March 8th, the first of its kind for 17 years and the only snow ever recorded there in March. It caused great excitement. Five years ago the weather bureau recorded a snow storm but the snow melted as fast as it fell. This one put a blanket of white over the city for several hours. The Alamo Plaza is shown in the picture with the palm trees and rose bushes in bloom, covered with snow.



FIELD TELEPHONE STATION

German soldiers taking down a field telephone station from Egypt. The station is a small building with a large antenna. The soldiers are in a trench, and one is seen cutting wires. The station is used for direct connection with the German headquarters, and the most important German direct connection with the German government with Berlin. Ranges are sometimes in the hundreds of miles.



BLUE JACKETS OF THE NORTH CAROLINA VISIT THE PYRAMIDS

The North Carolina has been in Mediterranean waters for the past six months, caring for American interests in Turkey and has carried many refugees from that country to Egypt. Some of her crew improved shore leave in the latter

country by visiting the pyramids and the Sphinx where they were photographed. Recently the North Carolina has been on duty around Beirut where many American missionaries have been in danger from Moslem fanatics.



WILD PHEASANT

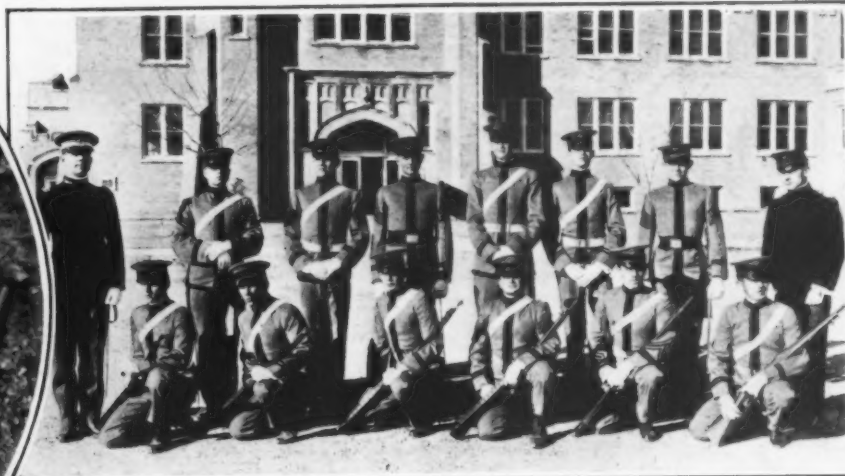
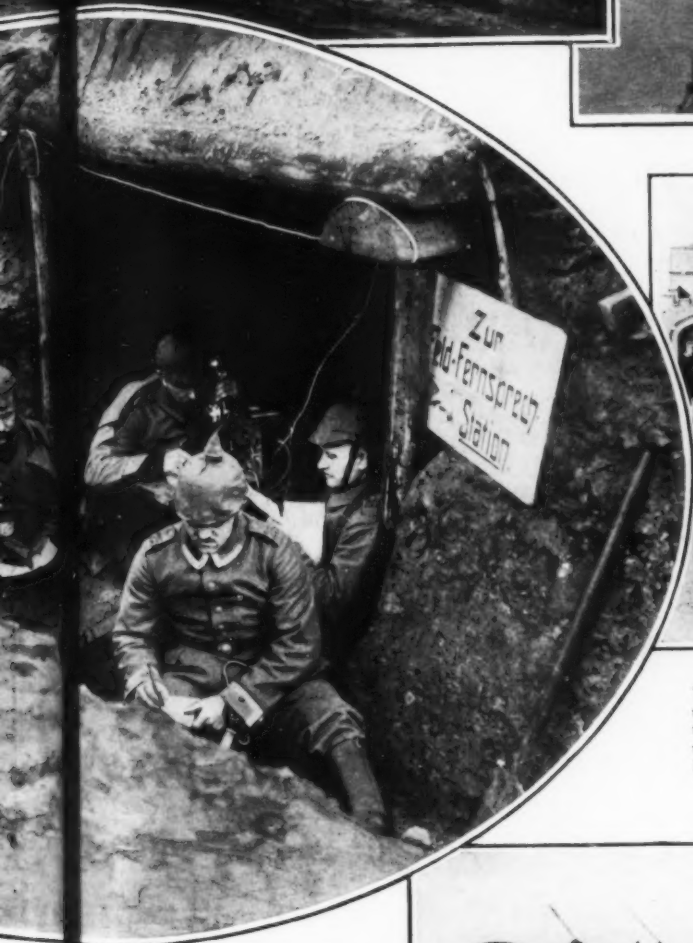
Recently the occupants of a cage were startled by the breaking of a large window pane. It sustained no injury, but it was shattered. It sustained no injury, but it was shattered. It sustained no injury, but it was shattered. It sustained no injury, but it was shattered.

World's News



COALING THE DELAWARE AT SEA

An interesting experiment in coaling at sea was recently successfully carried out by the United States battleship *Delaware* and the collier *Cyclops*. The *Cyclops* towed the *Delaware* at a speed of 12 knots while the battleship turned her propellers at about six knots. The coal was transferred at the rate of 48 tons an hour in buckets running on a cable. It was dumped automatically as it came over the bow and moved to the bunkers in trucks.



NEW MEXICO MILITARY SCHOOL WINS RIFLE CHAMPIONSHIP

The rifle team of the New Mexico Military Institute won the military school rifle championship this year with a score of 97.6 in the seven matches in which it participated. The second place was won by the New York Military Academy. The men in the championship team are, standing, left to right: Major L. R. Forney, commandant of cadets; Sergeant S. J. Klotz, Chief Trumpeter L. I. Talbot, Second Lieutenant C. P. Dusen, J. H. McCutcheon, Jr., R. Letcher, Captain F. L. Drew, Sergeant J. B. McKenzie, assistant coach. Kneeling, left to right: R. C. Hill, W. Lomax, D. L. Clark, First Sergeant J. V. Doss, Corporal J. G. Hussey, G. R. Willson.

TELEPHONE STATION IN A DUGOUT
 Looking down from the front for headquarters. Modern trenching machine. It connects all the trenches with the most advanced German post in France or Belgium is in the hands of the general, and through his headquarters the artillery over the 'phone, and the movements are directed from miles in the rear through its use.



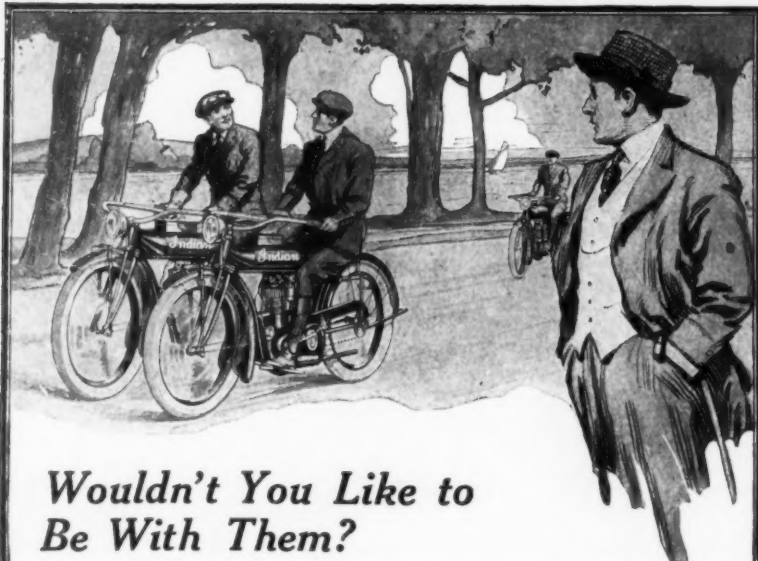
PHEASANT BREAKS STORE WINDOW
 Occupants of a store in Vancouver, Wash., by the breaking of a large window, and found that a pheasant was stunned and was easily captured. It was placed on the ground and cut on its leg. It was placed in the window, and attracted much attention. The glass was broken by the beak of the bird, which was an inch thick.



DUKE OF CONNAUGHT INSPECTING CANADIAN VOLUNTEERS

Over 3,000 of the second Canadian overseas contingent were inspected in Montreal on March 23d by H. R. H. the Duke of Connaught, Governor General of Canada. They were on the eve of their departure for England, from where

they will be sent to the front. The third contingent of 25,000 men is in training and will be ready to go abroad soon. The first contingent has distinguished itself under fire in France. Canada has raised so far 100,000 volunteers.



Wouldn't You Like to Be With Them?

ANYWHERE along the byways and highways, far out into the open country which invites the red-blooded, freedom-seeking man, you will find the invigorating, joy-giving 1915

Indian Motorcycle

Once you own an Indian, the spirit of life tingles in your veins—the exhilaration of power thrills you—the world lies before you to explore—the joys of touring are yours.

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15th Thursday 16th Friday 17th Saturday

"Onyx" Hosiery

At Special Prices on these Days Only

FOR WOMEN

580 SP:—Women's "ONYX" Medium Light Weight; Silk Lisle with "Pointex" Heel, "Dub-l" Top, extra heavy Spliced Heel and Toe; Black only.
"ONYX" DAY PRICE 3 pairs for \$1.00

6607:—Women's "ONYX" Pure Thread Silk Boot with Lisle "Dub-l" Top; Reinforced Heel, Sole and Toe; Black, White and Tan.
"ONYX" DAY PRICE 3 pairs for \$1.00

Women's "ONYX" Pure Thread Silk; a Fine Medium Weight; "Dub-l" Garter Top of Silk or Lisle; High Spliced Heel and Double Sole of Silk or Lisle; Black and White.
"ONYX" DAY PRICE \$1.00 per pair

FOR MEN

E325:—Men's "ONYX" Silk Lisle in Black only, "Doublex" Heel and Toe, Spliced Sole. Has no equal.
"ONYX" DAY PRICE 3 pairs for \$1.00

1326:—Men's "ONYX" Finest Pure Silk, Medium Weight; Reinforced Heel, Sole, and Toe; Black and Colors.
"ONYX" DAY PRICE \$1.00 per pair

FOR BOYS

B 1274:—Boys' "ONYX" Medium Weight "Dub-l" Wear Ribbed Cotton in Black only; Sizes 6 to 10; Best Boys' Hosiery of its kind in America.
25c per pair

H408:—Women's "ONYX" Medium Weight Silk Lisle, "Dub-l" Top, High Spliced Heel and Double Sole; Black only.
"ONYX" DAY PRICE 3 pairs for \$1.00

141:—Women's "ONYX" Pure Thread Silk; Medium Weight; Lisle Garter Top and Sole; Extra Double Heel and Toe; Black and White.
"ONYX" DAY PRICE 60 cents per pair

715:—Men's "ONYX" Pure Silk, Spliced Heel, Sole and Toe; in Black, Tan, Navy, Grey, Purple, Helio, Burgundy and Cadet.
"ONYX" DAY PRICE 3 pairs for \$1.00

X 46:—Misses' "ONYX" Medium Weight "Dub-l" Wear Lisle; Fine Ribbed; Black and Tan; Sizes 5 to 10; Best Misses' Hosiery in America.
25c per pair

At the Best Stores Everywhere

Wholesale Distributors **Lord & Taylor** NEW YORK

The Old Fan Says:

By ED A. GOEWEY. Illustrated by "ZIM"

THE dicky birds twittering in the tree-tops and the green grass growing all around not only signify that "spring has come," but that only a few more days will elapse before Uncle Samuel's mighty army of rooters will desert the corner store stoves and make their way to the diamonds to assist in the opening of the 1915 baseball season. It has been a long, cold winter, and though the fighting Feds and the militant majors have given us much food for gossip, we are ready to welcome the real doings with open arms and a salvo of rousing cheers.

Of course every team is in the pink of condition—they always are at the spring getaway—and any number of budding geniuses are to be sprung on the expectant rooters. But, while some of the oldest of us vets sit tight and pretend that we are from Missouri until something really out of the ordinary leaps into the spotlight, let us shoot a hasty glance at the two major outfits, and make a guess or two regarding the outcome of the season just budding. In the National organization the world's champion Braves, of course, are the favorites, but it would be well for the layers to keep one eye on the Giants and the Cubs, and occasionally give the Superbas the once-over as a possible trouble-making aggregation. On paper it appears as if the Red Sox will nail the bunting in the American race, but Washington, with its nifty twirlers, must be reckoned with, even if the Athletics and the White Sox fail to put one over.

There'll be considerable doing anyway, so get your tickets and your peanuts, and be on hand bright and early so as to get front seats when the umps shout, "Play ball" at the big blowoff.

To the Contenders

Play ball's the cry, the fight's begun. Now comes the mighty test: To make your rivals quit or run. You've got to do your best. Only the victor wears the crown. The loser meets with jest or frown. Excuses simply won't go down. Nix on the alibi.

Notes Before the Battle

President Gilmore, of the Feds, stated recently that the new contract put out by his league was one which would be "entirely agreeable to the players." Cease your kiddin', Jim, there ain't no such animal. Although the Federal anti-dope law now is in operation, it will not prevent the Boston fans from figuring in advance that their teams will have a cinch winning both pennants this year.

Gilmore Says

The day of the baseball cinch is dead. The sinners' gone for aye; Players who want to hold their jobs Must do their "bit" or no pay. Oh, sad indeed is the "outlaw's" lot. The codding days are over; No longer a matinee idol he. Just ball player—nothing more.

Always thought the Federal League was a militant organization, but President Gilmore comes along and knocks that idea by proclaiming that he will have no soldiering among the players in his outfit next season.

Boston fans have demanded that ball players visiting the Hub be numbered to make identification on the field easier. Suppose they often were confused picking Wilbert Robinson from the other Dodgers.

The tumult and the joyous cheers Proclaim that winter's gone at last. The swirling snow, the biting winds, The sleet, the frost, the chilling blast. We put aside without regret— Let us forget, let us forget.

Ed Walsh and Joe McGinnity were about the last of the modern school of pitchers who properly could have been classed as laborers. Persons arguing that organized baseball could be prosecuted successfully under the Sherman law should remember this fact.

A statistician has figured that the Pirates will travel 12,595 miles during the coming season, but let us hope that the end of their journey will land them in a better position than they occupied at the close of the 1914 contests.

Opinions Differ

In spite of the fact that the fans, particularly those in Boston, believe that Walter

Maranville, the Braves' shortstop, is just about one of the niftiest players in the business, there is one person sufficiently bold to declare that he is not all that he should be. This is the lad's father, who often has expressed regret that his son took up baseball. The older Maranville says that Walter was doing nicely as an apprentice in a tinner's shop, and he feels that he should have stuck to his trade until he learned it. It also is said that Tris Speaker's mother regrets that her boy embraced a diamond career, because, she said, "Tristram would have made a splendid mechanic."

Waiting on the Bench

The "bug" who joined the Giants at Marlin prepared to act as the team's comedian during the 1915 season announced that he was ready to perform three tasks—pitch the New Yorks to a world's championship, end the European war, and marry a millionaire's daughter. Too much of a contract for any one man. However, his pitching to date indicates that he will have plenty of idle time as a ball player to devote to the two remaining jobs.

There was a man in our town Who had a lot of wealth, A baseball team he tried to run; His coin is gone—still he's in luck, For he retains his health.

Keep your eye on William H. Taylor, the Zanesville, O., telegrapher, who, literally, has leaped from obscurity into the athletic limelight. In less than a year he has taken the measure of some of the greatest jumpers in the United States, and experts predict that he will send a lot of world's records tumbling before the end of 1915.

Out in Kansas they are advocating municipal ownership of baseball clubs. Great idea. Suppose the nines would be made up of men of the political faith of the parties in control of the cities represented. Imagine some embryo Ty Cobb or Joe Jackson of the tall grass being refused a job because he was not enrolled as a good Democrat or Republican. Some hot ideas certainly are hatched out every spring.

A reader asks if ball players object to traveling. If the journey is from the bench to the club house by order of the umpire, the answer is "Yes." But if it is a circuit of the sacks to the tune of a four-base wallop, emphatically "No" is the correct reply.

The box scores of those spring games between the Cubs and Athletics must have caused Coombs, Bender, Plank, Collins and Baker to do something more than grin.

Note that the members of the Dodgers took many biplane rides at Daytona during the training season. Recollect more than one occasion when they went up in the air without mechanical assistance.

Many baseball leaders of judgment believe that Cuba will be the future winter home of sport, and that in time big league baseball will be played there during the months which spell cold weather in the "States." This would be a welcome innovation, for it would keep the players busy practically all the year round, and go a long way toward stopping contract jumping, "holding out" and other practices which lead to court actions. All-year-round baseball, even if practically half of the games were played in Cuba, would find favor with the winter league fans.

The Same Old Story

In spring the veteran player Always spouts the same old stuff, And some folks can't help believe him. He's so earnest with his bluff, "Better now I feel than ever." He will boast and square his chest, "Never was so spry and active, Seem as I'll never need a rest. Fast? Say, I'm a streak o' lightning, Every muscle's hard and tough. Why, I love to slide the bases. When the goin's good and rough. And my eye—twas never better, I can pick 'em by an inch; Watch me clout the pill this season, I'll be there in every pinch." Thus he chatters on unending, Striving hard to save his face. But his big league days are numbered, Soon some bushier'll take his place.



Waiting for the word "go"



'Tis a long, long wait



Leslie's Export Promotion Bureau

Conducted by W. E. AUGHINBAUGH

EDITOR'S NOTE:—This department is maintained for the benefit of American exporters. Its editor has had 20 years' experience in placing American-made goods in foreign markets, and will answer promptly and without charge inquiries about trade conditions, selling methods and other matters pertaining to foreign markets. Address inquiries to Export Department, Leslie's Weekly, 225 Fifth Avenue, New York City.



MODEL WHARVES OF MONTEVIDEO

Constructed by the Government of Uruguay which has also provided a safe harbor with a minimum depth of twenty-four and one-half feet.

SINCE the beginning of the European war all South American countries have suffered severely in finance and commerce, Brazil, the Argentine and Uruguay feeling the depression worst because they had the greatest trade with the warring countries and depended the most on their shipping.

Recently conditions have been improving, due to the great demand in Europe for foodstuffs and the elimination of the German cruisers in the Atlantic Ocean. Brazil has a bumper coffee crop this year and the Argentine and Uruguay both enjoy splendid harvests of wheat, corn and barley. The beef supply has been increased by the difficulty of shipping during the past six months, so that these countries have in prospect greatly improved business conditions. Purchasing agents for the various armies of the Allies have bought up all the surplus grain, coffee and meat and it will not be many months before the buying power of these South American countries will be restored to normal.

Now is the time to make an effort to get some of the enormous trade these countries have to give. They will want necessities first and luxuries afterwards. I know of two American houses which have done a record business with these three nations since the war began, by shipping codfish, apples, potatoes, onions, vegetables, medicines, coal, lumber, cement, cotton goods, shoes and hats.

An American manufacturer's agent in Buenos Aires writes me a letter which I deem worth printing. He says:

"I have received many letters from Americans whom you have referred to me and have faithfully answered every one, but I must frankly say that I don't think there was one inquirer willing to take a business chance. Each one of them wanted to get into this market without spending any money, although he would gladly invest money liberally in an advertising campaign in less promising markets in the States. They write me that they are only willing to sell goods 'cash against documents in New York', and let me do the rest. Not one has offered me a cent for advertising or introductory expenses.

"Nearly every letter I have received has been sent short of the proper postage. My bookkeeper tells me that since American business men have been writing me I have paid the local postoffice in fines and for short postage just \$237. For goodness' sake tell people writing me for information to put proper postage on their letters.

"As I have written you several times, this market is ripe for the introduction of automobile tires and accessories. The European supply is absolutely cut off and the cars are running with anything they can secure. One of the representatives of a large American tire company was here the other day with instructions to give their agency for one year only. Now in order for American tires to get in here it will be necessary for the person taking the agency to convince the owners of automobiles that they should change the rims of their wheels, as European rims are made to fit European tires only, and most of the cars here are from Europe. This will take a year of high-grade, steady argument. Once this is done do you suppose that the merchant is going

to step back and allow the tire manufacturer to reap the benefit of his year's work, when he, the dealer, will be out of pocket many thousands of dollars?

"But the palm must be given to a tobacco dealer from Kentucky. He writes me to send him samples of the tobacco used here, prices paid, duty, freight, terms, and then he 'will be pleased to quote me his prices.' And he sent his letter short of postage and I was fined fifteen cents on it! The Boards of Trade commercial experts who are coming here in droves amuse me. I was talking with the owner of the biggest carriage and wagon importing house here today when a card was handed in and a young man, who spoke dictionary Spanish with a Kansas accent, was shown in. He stated that he wished to secure from the merchant the amount of carriage and wagon hardware he purchased yearly, where he bought it, what he paid in Europe, what the duty was, and what his laid-down cost was in Buenos Aires. When the merchant told him it took him 25 years to get all this data and that he did not feel warranted in giving it to an American, so that it could be made public property, the secretary for the chamber of commerce left, announcing that he had been badly treated. I hate to see my countrymen make such fools of themselves. Do what you can to get houses to send competent men down here."

On the west coast of South America business is prostrated. The letter quoted below comes from the head of one of the biggest and oldest American houses, having branch offices throughout Chile, Peru, Bolivia and Ecuador. The gentleman who writes it has lived in these lands for more than 30 years. I have known him for 17 years. He says:

"When I think of the deplorable state of Chile, Peru, Bolivia and Ecuador and the almost hopeless state of finances, I dread to make any business suggestions at this time. If this wholesale butchery in Europe would only stop, perhaps Chile and Peru, as well as the other nations, would recover quickly from the effects of the war, and I am certain that the export and import commerce would revive with a marked increase.

"The American business houses who are sending men down here certainly do not seem to pick representatives capable of holding down their jobs. With very few exceptions they, and apparently their houses, know nothing of the traditions of the people, their history and habits and the failings of the South American merchant, and no trade can be established along permanent lines until these basic principles are thoroughly understood. There is now a necessity for banks, ships, capital, credit and experienced men—the kind you and I know so few of, because we don't seem to be able to breed them in the States. When America has done all this, as the English and Germans and French have, then, and not until then, may we expect the balance of our trade from this coast to look toward the great United States. All of this requires time, earnest co-operation, some expense and much patience."

I again would bring to the attention of those contemplating entering these fields that they should employ representatives qualified in every way to handle the delicate problems sure to arise, when one first undertakes to develop this rich territory.



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Drawer 1341

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IN ACCORDANCE WITH THE ACT OF CONGRESS, of August 24th, 1912, the following statement is printed: Leslie's, published at 225 Fifth Avenue, New York City. John A. Sleicher, Editor; Managing Editor, Fred J. Splitstone, of 225 Fifth Avenue, New York City. Business Manager, Reuben P. Sleicher, 225 Fifth Avenue, New York City. Publisher, John A. Sleicher, 225 Fifth Avenue, New York City. Owner, Leslie-Judge Company, 225 Fifth Avenue, New York. Stockholders holding 1 per cent. or more of total amount of stock, John A. Sleicher, 225 Fifth Avenue, New York City; A. N. Brady Estate, 54 Wall Street, New York City. Bondholders, Mortgagees and other Security holders, holding 1 per cent. or more of total amount of bonds, mortgages or other securities, John A. Sleicher, 225 Fifth Avenue, New York City; City Real Estate Company, 176 Broadway, New York City; Reuben P. Sleicher, 225 Fifth Avenue, New York City. (Signed) Reuben P. Sleicher, Business Manager. Sworn to and subscribed before me this twenty-sixth day of March, 1915. A. Edward Rollauer, Notary Public. Queens County certificate filed in New York County. No. 33. Commission expires March 30th, 1915.

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SOUTH AFRICAN MOTOR AMBULANCES TO THE EUROPEAN BATTLE FRONT
It is interesting to note that of the three cars here shown, the two at the left are representative American machines adapted to ambulance purposes by the attachment of special bodies. American-made motor cars are playing a most important part in the European conflict.

Motorists' Column

Motor Department

Conducted by H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks, delivery wagons, motorcycles, motor boats, accessories or State laws, can obtain it by writing to the Motor Department, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City. We answer inquiries free of charge.

"CAR SHOPPING" OF THE PROPER KIND

NOW is the time to "go shopping" for your car—if you have not already attended to that most important duty, and pleasure. But be careful that your "shopping" does not degenerate into that once laudable (and necessary) Yankee habit of "dickering."

The motor car industry has gained to dignified and substantial a position to subject its products to the cheapening and detrimental influences of "price cutting," but the decision of the Supreme Court upholding the application of the Sherman Anti-Trust law in this respect, and the refusal of Congress to consider remedial legislation, has held the automobile manufacturers, agents and owners open to the certain harm ensuing from this practice.

There are not the fairy-tale-like fortunes amassed in the automobile industry that many imaginative writers would have us believe. To be sure, large fortunes have been made in this business, but that is because the business itself is immense and has grown in a decade to a position that has required the development of scores of years for other industries to reach. Profits decrease in proportion but increase in the aggregate with enlarged production, and it is this quantity that has made millionaires of many manufacturers. Corresponding reduction in price, however, has always followed increased production; keen competition has seen to this. Therefore, the profits of the distributor, sub-dealer and manufacturer have borne about the same relation to the total cost of the car during the past several years.

Among the majority of reputable car manufacturers the list price is the price at which the car should be sold to give a fair profit to manufacturer and distributor or dealer. The distributor's commission, as a rule, is 25 per cent. and he pays 20 per cent. of this to his sub-dealers for cars that are sold through their efforts. Such profits are by no means excessive, and for all of these sales the dealer must bear the expenses attendant upon securing the capital and running his establishment, including, of course, salaries of employees and labor necessary for unloading and preparing cars for the purchasers.

Unfortunately competition in many communities has caused the dealer to overlook the direction in which even his own best interests lie and has tempted him to undersell his competitor by "splitting" commissions. In fact, conditions have become so bad in some towns that those "on the inside" may purchase a new car for a price within \$50 (or 5 per cent. if it be a \$1000 machine) of the price paid by the dealer.

But you who are about to go shopping for your car heed not the lure of this split commission. The conditions imposed upon a dealer by a reputable manufacturer are, in many instances, severe and entail the upkeep of an attractively furnished salesroom on the main street, and other expenses that mean more than the mere representation of a car. Thus the dealer of whom you buy your car at a greatly reduced price may be a dealer for that car but a short time longer, and even the agency may be taken away from your town. It is the dealer who sells so inherently good a car by such business-like methods that he can obtain the full list price on its sale who is certain to be the leading automobile representative in your town.

When you buy a car you buy more than an ingenious assemblage of wheels, gears, springs, castings, forgings, and upholstery; you buy the reputation of its manufacturer for producing an inherently good machine, you buy his willingness and promise to make good on all defective parts within a specified time, and, most important of all, perhaps—if you pay the full list price—you buy the moral obligation on the part of the dealer to assist you in certain respects as the direct factory representative of the car that you purchase. This question of service does not mean the wholesale distribution of spare parts to replace those broken through carelessness or accident, but it does entail the willingness on the part of the dealer to assist with advice and the counsel born of his experience now and then, and with the convenience of a well-stocked spare parts room which many manufacturers require their representatives to keep for the convenience of owners in that territory.

Therefore, if you "dicker" and finally secure a car at a price dangerously close to that which the agent must pay for it, you are not only, by this practice, lending your influence to the growth of a habit that is tabbing at the vitals of the industry, but you are foregoing the right to this service to which you would otherwise be entitled. You may have confidence in your ability to operate a car, and in your luck, which will keep it free from need of repairs, but when the time does come when you will need that little advice known as service, you will find either that the agent of whom you bought the car has gone out of business and his successor "knows you not" or that you can expect to receive but scant courtesy from the dealer who scarcely realized enough profit from your transaction to pay for the time spent in making the sale. In fact, positions will be reversed and you will be under obligation to the dealer rather than he to you.

Therefore, when your choice has been narrowed down to three or four cars selling at a price well within your means and representing in appearance, design and reputation the type of car for which you are in search, you may well "go shopping" along your local "automobile row." But do not shop for price—unless it be, of course, that you are in search of a discontinued or a last season's model of a car that can legitimately be sold at a price considerably below that of the new season's models; rather let your search for the particular car among those three or four makes constituting your selection be for the one represented by the dealer whose direct connection with the factory is the closest, and who, because of his ability to obtain a legitimate profit on each car, is willing to assist you in the small matters of advice and minor adjustments—the one who, in fact, is the real representative of that company which is the manufacturer of your car.

Questions of General Interest

Battery Discharge Rate

O. C. B.: "When I operate the electric cranks of my car with the lights turned on I notice that the latter burn low until the motor starts. This must indicate a heavy discharge from the battery. What is the ordinary drain on a battery when the starter is used?"

The current consumption of an electric cranks depends to a large extent upon the

(Continued on page 341)

\$35



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Watching the Nation's Business

By THOMAS F. LOGAN

LESLIE'S WEEKLY Bureau, Washington, D.C.

PROBABLY nothing in the history of finance in this country has done the railroads so much harm as the scandals in connection with the Rock Island, Frisco, and the New Haven lines. The Interstate Commerce Commission says that the country has reason to be proud of its great transportation systems. But whenever a Congressman or platform demagogue wants to make a point against the railroads, he cites either the Frisco, Rock Island, or New Haven disclosures. There prevails a general impression that huge profits were made by the directors of the various railroads which have been attacked, and that these profits were made at the expense of the small shareholders.

It is interesting, therefore, to disclose the fact that these huge profits of the railroad directors have vanished into thin air after eight months' diligent search by the experts of the Interstate Commerce Commission, and vigorous probing by the Government inquisitor, former Governor Folk, of Missouri. Not only did the "insiders" make no profits, but they shouldered millions of dollars in losses. This revelation arose out of the investigation just concluded in Washington.

The high prices for railroad securities, made in the period when the Rock Island holding companies were formed, now seem almost fantastic. They were the result of unbounded confidence in the business future of the country. The decline in the value of Rock Island securities is no greater than that in other railroads. When Mr. Reid and his associates paid as high as \$200 for Rock Island, the shares of Missouri Pacific were in demand at \$125; they now sell around \$12. New Haven, now selling around \$50, was then a gilt-edged investment at \$255. New York Central, Pennsylvania and Illinois Central were quoted at \$170, not far from double present prices. Minneapolis and St. Louis, now worth \$15, sold at \$115. Frisco, now in little demand around a dollar, brought \$85. St. Paul was strong around \$200 where it is now selling below \$90. Great Northern soared above \$340, and now sells for a third of that price.

In spite of the great declines in the prices of leading railroad shares, the majority of these properties are in a far superior physical condition to what they were in the boom of 1902. The most of them have been rebuilt at a cost of many hundreds of millions of dollars. The valuation experts called before the Interstate Commerce Commission showed that the Rock Island of 1902 could not be compared with the modern Rock Island of 1915. The \$200,000,000 of money spent on it have made it a new property. The trouble with the Rock Island, as with all American roads, is that the profit of operating railroads has steadily declined—the profit has been steadily crushed between rising costs and falling rates.

Even more strange is the fact—so utterly opposed to the popular idea that corporation directors on the "inside" are always unloading on the innocent stockholders on the "outside"—that the big profit-makers in Rock Island securities were the many small stockholders who, in the great boom of 1902, unloaded about \$20,000,000 of the old Rock Island on the Reid-Moore-Leeds capitalists for about \$35,000,000. The small stockholders could not resist the temptation of the high prices bid for their holdings by the men seeking control, and they sold out, at all the way up to \$200, the shares that can now be bought for \$20.

Rock Island was selling around \$100 when the great era of railroad consolidation opened 15 years ago. In the memorable stock market boom of 1902, when Hill was cementing his railroad control of the Northwest, and Harriman was building his empire of the Pacific lines, when the billion-dollar Steel Corporation and scores of lesser industrial combinations were being launched, Daniel G. Reid and his associates who had risen to the first rank as industrial organizers, searched over the Western railroad map for a line that could be used as the nucleus of a new transcontinental. The Rock Island, then a 4,000-mile road, looked attractive, and Mr. Reid and his friends began buying the stock. The stock had already mounted to \$140 before they entered the market. All railroad and industrial shares were soaring, and the buying by the Reid group carried Rock Island up to \$200. When they had bought nearly a third of the capital stock the average cost

(Continued on page 338)

Inner Tubes That Outlast Tires

Goodyear Laminated Tubes

We have built an Inner Tube—laminated and extra-thick—which outlasts any tire. Four Tubes outwear five Casings, on the average.

This year we have made them still thicker. To our smaller sizes we have added 12½ per cent. To our larger sizes, 16⅔ per cent of unadulterated rubber.

Yet, despite this increased weight—averaging 14 per cent—our prices are **one-fifth less**. On February 1st we reduced them 20%. So these heavy Laminated Tubes now cost about the same as others.

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Goodyear Laminated Tubes are built layer on layer.

Tubes built by machines, of one thick piece of rubber, often have undiscovered flaws. We roll the rubber into sheets so thin that flaws can be seen and discarded. Then those sheets, wrapped layer on layer, are vulcanized into a solid rubber tube.

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This extra thickness, this pure rubber material, this layer construction and this leak-proof valve patch, make the Goodyear Laminated the greatest Inner Tube built.

Get This Extra Value

Lesser Tubes cost about the same as these do. In justice to yourself, get this extra value. Then remember that Goodyear Fortified Tires embody the same standards. They, too, excel all others—in five costly, exclusive ways. Any dealer will supply Goodyear Tubes or Tires.

GOOD YEAR
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Watching the Nation's Business

(Continued from page 337)

to them was \$175, or about \$35,000,000 for \$20,000,000 par of the capital. The small stockholders had sold out to them at handsome profits.

Those were the days when men of large means were eagerly competing against each other for the control of the great railroads. Hill and Harriman caused a panic in Wall Street in their rivalry for the Northern Pacific. Gates, the bold speculator, bought control of the Louisville and Nashville in the open market right under the noses of the company's bankers; Keene very nearly took the Southern Pacific away from Harriman. When Mr. Reid and his friends had acquired a substantial interest in Rock Island they did not propose that any bold speculator should buy the road away from them overnight, because they had gone into the railroad business to stay. So it was that the Rock Island holding company device was worked out to safeguard the control of the property against sudden attack by some bold financial buccaneer. For the old Rock Island stock, quoted in the market around \$200 a share, or \$150,000,000 for the entire capital, the holding company offered in exchange new securities—collateral bonds and preferred and common shares—of par of \$270 for each old share, but commanding in the market the same cash price as the old stock. When the new securities were first introduced in the open market, the aggregate market value of all of them was about \$135,000,000, and the top prices made by all of them never exceeded the \$150,000,000 market value reached by the old stock.

That Mr. Reid and his friends ever had an opportunity of unloading on the outside public and making the mythical two hundred millions so vividly painted by Washington politicians is now seen to be an absurdity. They made an investment of about \$35,000,000 by buying Rock Island at fancy prices and they never had a chance afterwards of getting even. The new owners of the property as soon as they found that railroading was a pretty serious business, and that their \$35,000,000 investment would not take care of itself, took off their coats and settled down to their job of building up the Rock Island system and making it a money-maker. What they did in twelve years of management was tersely told by Mr. Reid before the Interstate Commerce Commission.

"We found we had paid a fancy price for a run-down property—a streak of rust," said Mr. Reid. "We put into the property in betterments, improvements and extensions more than \$200,000,000, of which \$27,000,000 was taken out of earnings and the rest was obtained from the sale of securities. We doubled the mileage, increasing the total track from 4,900 to 10,600 miles. The gross revenue increased from less than \$30,000,000 to nearly \$70,000,000. We rebuilt the roadbed, laid heavy steel rails, built modern bridges, spent more than \$40,000,000 in new equipment—in fact, made a modern railroad of the old run-down property."

But the Rock Island had to face the same situation that has confronted the managers of all American railroads in the past few years. The profit of railroad operation in this country has steadily declined. The cost of building, maintaining and operating railroads has been rising. Wages, materials, fuel, equipment, taxes—all have steadily risen in price. On the other side of the income sheet the price received by the roads for the only thing they have to sell—transportation of freight and passengers—has declined. These facts have been recently recognized by the Government in granting the Eastern roads a small advance in freight rates, and within the past few days the Western roads have begun their fight for similar relief from advancing costs. The Rock Island, like all other American railroads, has been ground between the upper and nether millstones of rising costs and decreasing rates.

Books Worth While

THE SOUTH AMERICAN TOUR, by Annie S. Peck, M. A. (George H. Doran Co., New York, \$2.50 net.) The author, who has gained fame as an intrepid mountain climber, gives us here a book of travel covering a field never before so adequately and intelligently treated. It will do much to stimulate travel in South America.

THE WAR WEEK BY WEEK, by Edward S. Martin. (E. P. Dutton & Co., New York, \$1.00 net.) Being observations by the Editor of Life, we have here a collection of week by week editorials on the war that are different, it need hardly be said, from any others. They are as bright as they are unique and their fresh humor is matched by their wisdom.

THOSE WHO HAVE COME BACK, by Peter Clark Macfarlane. (Little, Brown & Co., Boston, Mass.; \$1.35 net.) A collection of stories from real life, more dramatic and inspiring than fiction. Men with criminal careers, the victims of drugs, of whiskey, of social crimes, through the sympathetic help of others, were enabled to work out their own salvation, and take their place again as useful members of society.

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In the World of Womankind

By FRANCES FREAR

EDITOR'S NOTE:—This department is devoted to the interests of women. It aims to deal with vital problems in a wholesome and helpful way, and invites the co-operation of its readers. Inquiries will be answered, either through the columns of the paper, or by letter. In case the answer is wanted by mail, a stamp for postage should be enclosed, and all communications should bear the name and address of the writer. Address Frances Frear, care LESLIE'S WEEKLY, 225 Fifth Avenue, New York City



A KING'S SISTER A RED CROSS NURSE

The Duchess of Vendôme, sister of the King of the Belgians, attending the wounded in her hospital near Paris. She offered her palace in Cannes as a home for convalescents, and her palace in Belmont, England, is filled with wounded Belgians.

Two Views of High Society

PRESIDENT WILSON was quite right when in his Berea College speech he said the world could dispense with high society and never miss it. "High society," said Mr. Wilson, "is for those who have stopped working and no longer have anything important to do." The President might have spoken in even stronger terms, and still have been within reason. The world has little use for those whose only interest is to find some new and extravagant form of diversion and amusement, who squander thousands of dollars on a single evening's entertainment that shocks the moral sense of all but the participants. But all who have wealth and leisure do not belong to this class. There are hosts of women to-day who are devoting a large part of their time to work for social betterment simply because they feel they ought to do something to improve the condition of their fellows.

There are cases, also, where society women give up a definite portion of their time to the prosaic study of the Bible. For five years some eighty or more society women in New York have met as the Wednesday Morning Bible Class throughout the winter season. The Bible and Foreign Missions have been the subjects of their study. Mrs. Nathaniel B. Potter was the organizer of the class and among those associated with her are Mrs. John F. Pratt, Mrs. Orme Wilson, Mrs. Francis C. Bishop, Mrs. Lewis Iselin and Mrs. John Jacob Astor. One feature of their work has been the erection of a hospital at Wuchang, China. It is a good plan to set over against the frivolous doings of high society serious and earnest undertakings like the above.

Equal Suffrage Gaining Friends

ALL friends of equal suffrage were cheered by the promise made by Mayor Mitchel of New York, in addressing a meeting of the Woman Suffrage party in Brooklyn, that he would be among those to vote for woman suffrage in November. Less than a year ago Mayor Mitchel showed his lukewarmness on the subject by saying that he was convinced women did not need suffrage to bring them into public life. New York's vote upon the equal suffrage constitutional amendment next fall will be of great significance to the suffrage issue throughout the country, and friends of the movement are to be congratulated on having the support of Mayor Mitchel added to that of Governor Whitman, already assured.

Although we have the most democratic government in the world, we will not know what real democracy is so long as half of the people have no say in the affairs of the nation. Speaking at the same meeting where Mayor Mitchel promised his support to the equal suffrage movement, Senator Clapp of Minnesota declared: "Viewed from the standpoint of democracy, the right of a woman to vote is the same as the right of a man. Human progress has enlarged always

as the voting power of the people has enlarged, and the burden of proof in the question of the woman's right to vote now should be on the opponents instead of on the advocates." Instead of conflicting with woman's plain duty to foster and safeguard the home, the placing of the ballot in her hands has given her the most effective weapon possible for its protection. Wherever equal suffrage has been tried, the results have justified the change.

Making Home Attractive

SLOVENLY wives often drive husbands to drink, according to Mr. A. J. Sargeant, chief probation officer of the Boston Municipal Court. Mr. Sargeant suggests that whenever a man is arrested for drunkenness, "his home should at once be investigated, and if it is found to be slovenly kept, the wife should be arrested along with the husband and should receive the same sentence." That men are often driven to spend their evenings away from home because the home is untidy and unattractive there can be no doubt. This is equally true in the case of the children as they grow older. On the other hand, it is just as true that it is difficult to get men away from their homes after the day's work is over when the home is made bright and attractive and family love is strong. The children, too, as they grow up, never cease to look upon such a home as the dearest spot on earth. Never before have there been so many places to go, so many attractions outside the home. The saloon is not the only institution that is competing with it. The theatre, the moving pictures, the dance hall, all tend to loosen the hold of the home upon the father and the young people. Upon the mother, more than anyone else, rests the honor of making the home the center of the family life. Its furnishing may be of the plainest, but all may be kept neat and tidy, while there may be created by the wife and mother that indescribable atmosphere which makes a home different from any other spot in the world.

Inquiries and Answers

M. G. P., Pillsbury, N. D.: If you would get in touch with the State Federation of Women's Clubs I am sure it would give you much help in outlining a program for your Mothers' Club. I would suggest as topics for discussion school problems, social needs of your community, equal suffrage and domestic economy. On the latter point write to the Housewives' League, with headquarters in New York City.

L. M. B., Terre Haute, Ind.: Some time ago you wrote asking where you could get a book entitled "The Story of a Slave." I had never heard of the book, and one of the largest book stores in New York could give me no information concerning it. I suggested that possibly you referred to "Up from Slavery," by Booker T. Washington. I have since received a letter from a Canadian reader, who says: "There is such a book, but for various reasons it was suppressed years ago. It was written by a freed slave, who later became a lawyer in a Northern city. The name of the author was not given." Mr. George H. Zehe of Poplar Bluff, Mo., writes that he has the book in stock, that there is no name given of the publisher or author, that it contains over 200 pages of interesting reading and that years ago he was accustomed to rent the book. He says: "I have never heard of any one knowing the existence of this story until I read the inquiry in your paper."

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J. W. STOLL

President of the First and City National Bank, of Lexington, Ky., and President of the Kentucky Bankers' Association. He is one of the ablest and most popular financiers in his State.



WILL H. PARRY

Treasurer of the Seattle (Wash.) Chamber of Commerce and an able and public-spirited business man, who has been appointed a member of the Federal Trade Commission. He was formerly a newspaper man. Last winter he conducted the fight to put through Congress the bill for the government-owned railroad into Alaska.

Jasper's Hints to Money-Makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full cash subscription rates, namely, five dollars per annum, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of LESLIE-JUDGE COMPANY, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Ave., New York.

"YOU can't make a dead horse get up by kicking him," remarked that astute captain of industry, James J. Hill, in a recent interview. And he called attention to the fact that "during the last year, Congress passed four radical and far-reaching pieces of legislation: the new Tariff Act, the Currency Act, the Clayton Bill and the Trade Commission Act." Said Mr. Hill, "If they are not enough to deal business a body blow, I don't know what is."

But aren't the business men to blame for much of the radical legislation? William Hamlin Childs, head of the American Coal Products Co., was cheered by a thousand members of the Merchants Association of New York, when he said at one of its notable luncheons that, when the Clayton Bill was before Congress, "most of the business men didn't know whether it was a laundry bill, or a brother of Buffalo Bill." But they are learning now and their protests are heard all over the land.

A reporter of the San Diego Union asked Mr. Louis J. Wilde, the well-known banker, what was the matter with that charming city? And he replied: "The trouble here is that there is too much catering to the soap-box orators. San Diego has prospered only through the belief that the big men will do big things. Now, we have not helped the big fellows. Let's do things and give capital a square deal. San Diego is all right but it lacks big men who do things and the few big men who do things here are discouraged." What a sermon there is in these few words.

As it is in San Diego, so it is everywhere. Mr. Charles R. Crane, one of Chicago's noted captains of industry, has moved out of the city and out of the state, because of burdensome tax laws that were as inequitable as they were burdensome, and John D. Rockefeller, who spends \$200,000 a year in Cleveland and who has done big things for that great city, has had to go into its court to resent an unjust levy of taxes upon him. I was profoundly interested in the speech of John Gribbel, of Philadelphia, at the Hazen Dinner, at the Biltmore Hotel, in New York recently, when he said: "This new freedom has a musty smell of the Middle Ages about it. What business needs today is that it may be let out of the hospital to get some exercise and fresh air. Take the shackles off of it. Let it out of the strait-jacket."

On my desk is a letter from E. Y. Clarke, Secretary of the Brooks County, Ga., Industrial Club, a subscriber to LESLIE'S, congratulating this paper on its constructive editorials, and enclosing the resolutions adopted by his organization, at Quitman, Ga., recently, declaring that the country "has no greater developing factor in its commercial life than the railroads" and that they are entitled to receive, as they are

not now receiving, "just compensation for all service rendered." Fine!

President Sproule, of the Southern Pacific Railroad uttered an impressive truth when he said: "It is the employer who is the first out of employment. He is followed by the employee." The people of this country can be trusted to do the right thing when they begin to think for themselves. It is strange how indifferent they are to the destructive evils of radical legislation until they feel it in their own pockets.

When business slackens in the counting room, the factory, the workshop and the bank, when railroads shorten the pay roll, reduce their trains and cut off their dividends, then the people begin to ask the reason why and to turn away from the man on the barrelhead and the demagogue on the soap box.

Because I believe that there is a great revival of intelligent interest in public affairs, I am convinced that the tide is now turning in the right direction and that a return of prosperity is foreshadowed provided we are not embroiled in foreign complications and that the promise of average good crops is fulfilled. Under such conditions, the stock market will be bound to move upward for a time, at least.

Those who followed my suggestions on the re-opening of the market to pick up the bargains, especially in dividend-payers, then presented, and the choice low-priced industrials now have a good profit. I advise caution, however, in reference to some industrial stocks that are being pushed a little too rapidly to the front, evidently by those who seek an opportunity to unload.

S., Tioga Center, N. Y.: Nevada Con. and Rock Island are not the best things on the list.

B., Omaha: Better leave the 25c. mining stocks alone. Put your money in securities with a ready market.

B., Galesburg, Ill.: The Chicago, Indiana & Southern R. Co. 4's with the guarantee of the Lake Shore are good.

B., Nashville: The Chicago & Eastern Ill. Ref. 6's I do not regard as "a good investment" at prevailing prices.

B., New York: The United Fruit 6's, a little over par, and the B. R. T. 5's around par are safe short-time notes and pay a good interest.

H., Hampton, Va.: Western Maryland R. R. stock around 20 is a fair speculation. It would be better if the railroads were given fair play.

N., Newville, Pa.: Preferred stocks of the strongest industrials with good records and also of railroads whose common stocks pay dividends are well regarded.

P., Dallas: U. S. Rubber Com. and Sears Roebuck Com. both have had such a decided advance that their speculative value has been largely discounted.

L., Cincinnati: Allis-Chalmers Pfd., on its reported earnings, is not an attractive speculation. In any resumption of prosperity, the company would share.

M., Louisville, Ky.: The established character of Swift & Co. would obviously make their stock a safer investment than that of the proposed new company in your section.

L., Savannah: Among the safest of the preferred securities, include Union Pacific, Atchison, Northwest, and St. Paul. The common shares should also reflect the market's upward tendency.

H. D.: N. Y. Central stockholders will find it advantageous to subscribe for their

(Continued on page 341)

Safe 6% April Investment

Write today for our special booklet telling how to test investments. If you have \$100, \$1,000, or more for April investment, ask for circulars describing absolutely safe 6% first mortgage bonds. We will also send you the Straus Investors Magazine free. Ask for

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LOW FACTORY PRICES offer such values and such terms. You cannot afford to buy a bicycle, tires or sundries without first learning what we can offer you. Write now.
MEAD CYCLE CO., Dept. M174, CHICAGO, ILL.

In answering advertisements please mention "Leslie's Weekly"

Jasper's Hints to Money-Makers

(Continued from page 340)

allotment of the 6 per cent. debentures. 2. Union Pacific looks like a better purchase now than Pennsylvania.

G., Chicago: Harris Winthrop & Co., The Rookery, Chicago, deal in Odd Lots.

M., Allentown, Pa.: The Columbia Gas & Electric Co.'s 5's are a fair business man's investment.

F., Penna.: Pennsylvania R. R. shares have always been highly regarded. Union Pacific also has merit.

A Subscriber: Chesapeake & Ohio has reduced its dividend to 2 per cent. It is heavily burdened and must be looked upon as decidedly speculative.

P., White Sulphur Springs, W. Va.: The bonds of the Lackawanna Coal and Lumber Co. are not regarded as a prime investment and for that reason I have not recommended their purchase.

K., New York: Houston Oil Co. is purely speculative. The company owns extensive timber and oil lands. It is barely earning dividends on the preferred. A lucky oil strike would advance the stock.

X. Y. Z., Louisville: The advance in Corn Products Refining Co. is sympathetic with the advance in the preferred. If the government suit to dismember the company should fail, the shares would sell higher, but if the government should win, the stocks would suffer. I cannot see how the government can win on the testimony thus far presented.

C., Dallas, Tex.: 1. It is not wise to buy shares of companies in the hands of receivers, and subject to assessment. 2. Among the low-priced dividend-paying stocks are American Malt preferred, paying 2 per cent., selling around 30; Central Leather common, 35, paying 2 per cent.; C. & O., 44, paying 2 per cent.; International Paper preferred, 37, paying 2 per cent.; National Lead, 57, paying 3 per cent.; and Corn Products preferred, around 70, paying 5 per cent. The low-priced stocks are not always the safest in which to speculate. Much depends on the choice you make. It is better to buy stocks that are making such progress as would justify hope of dividends. That is one reason for the recent advance in Beet Sugar common, which has doubled in price since I called attention to its possibilities. Union Bag and Paper preferred on the report of better earnings is well considered and American Ice Securities also. 3. A novice would do best by buying one or more shares each of the best dividend-paying stocks like Union Pacific, Atchison preferred, St. Paul preferred and North West preferred.

New York, April 1, 1915.

JASPER.

SPECIAL CIRCULARS OF INFORMATION

Readers who are interested in informing themselves regarding the New York Stock Exchange, its methods and controlling influences, and who desire to secure booklets, circulars of information, daily and weekly market letters and information in reference

to particular investments in stocks, bonds or mortgages, should scrutinize the announcements by advertisers on the financial pages, offering to send, without charge, information compiled with care and often at much expense. Readers should feel free to send a letter or a postal card for any information they may desire from the following sources:

The Investor's Guide, of 270 pages, revised to date, can be had by writing for a copy to L. R. Latrobe & Co., dealers in securities, 111 Broadway, New York.

Slattery & Co., dealers in investment securities, 40 Exchange Pl., New York, make a specialty of Standard Oil subsidiary stocks. Write to them for information regarding prices and dividends.

A booklet describing the method of buying 7 per cent. first mortgages, and lists of loans from \$300 and upward, can be had by writing to the Aurelius-Swanson Co., mortgage bankers, 28 State National Bank Bldg., Oklahoma City, Okla.

Those who desire to buy safe, gilt-edged bonds, free from income tax, in denominations large and small, are invited to write to the New First National Bank, Dept. 5, Columbus, O., for a copy of their "New Booklet E," entitled "Bonds of Our Country."

The rise in cotton which has enriched many speculators lends special interest to the special "Circular Letter" prepared on the subject of "Cotton as an Investment." Write to Rensselaer, Lyon & Co., members New York Stock and Cotton Exchanges, 33 New St., for a copy of their "Special Letter L. W."

An interesting publication especially for those who seek profitable investments in well-selected, dividend-paying public utility securities is entitled The Investor's Review and is published semi-monthly. Write for a free copy to Williams, Dunbar & Coleman, dealers in public utility securities, 60 Wall St., New York.

At this time when so many are seeking opportunities for bargains in Wall Street, much interest will be found in free "Booklet 4," on the "Partial Payment Plan," published by John Muir & Co., members New York Stock Exchange, and specialists in odd lots, 74 Broadway, New York. A copy can be had without charge by writing to the above firm for it.

Special interest will be felt in the neat little free booklet entitled "How to Invest in Standard Securities" on the Partial Payment Plan, just published by Harris Winthrop & Co., members of the New York Stock Exchange, 15 Wall Street, New York. This house recommends a very excellent list of 100 bonds, netting from 4 1/4 to 5 1/2 per cent. Write them for a copy.

A list of standard stocks, yielding an excellent income and which can be bought on the partial payment plan—the purchaser receiving the dividends until full payment has been made—has been carefully prepared by Sheldon, Morgan & Co., members New York Stock Exchange, 42 Broadway, New York. Write to them for their free "Booklet A-10," on "Partial Payments."

Those who seek to diversify their investments in amounts of \$100 and upward so as to include attractive 6 per cent. real estate, as well as railway and industrial investments, should write for the "April Booklet No. 601-D," to S. W. Straus & Co., mortgage and bond bankers, Straus Building, Chicago. This firm has sold 6 per cent. first real estate mortgages for many years.

A map of New York City showing the location of the properties of the American Real Estate Company which issues 6 per cent. Coupon Bonds in denominations of \$100, \$500 and \$1,000, and which provides for the sale of bonds to small investors by the payment of \$25 or more a year, can be had with interesting illustrated booklets without charge, by writing to the American Real Estate Co., 527 Fifth Ave., New York, for a copy.

Western readers who desire to make purchases of small or large amounts of stocks or bonds from a Western member of the New York Stock Exchange can do so through the house of Charles E. Lewis & Co., Chamber of Commerce Building, Minneapolis. This firm are members of the New York Stock Exchange, New York Cotton Exchange and of the St. Louis and Chicago Exchanges and exchanges in a number of other cities.

Motorists' Column

(Continued from page 336)

size of the motor and the effort required to turn it. The initial discharge, until the motor attains momentum, may be very great, sometimes as high as 300 amperes, and will probably average somewhat over 100 during the period that the motor is cranked. One of the leading battery manufacturers suggests that a motor should always be run at a fair charging speed for at least twenty times as long as is required to crank the motor in order to replace the charge that was drawn from the battery for starting.

Automatic Traffic Signals

C. N. N.: "I have heard that some cities have inaugurated the block system for control of traffic in congested districts. Of what does this system consist and has it proved successful?"

Several cities have tried out this system and it seems to be satisfactory. The device

is modeled after the railroad semaphores, one side being marked with the word "go" and the opposite side having the word "stop." At night green and red lights indicate whether the traffic in a certain direction is open or closed.

Substitutes for Varnish

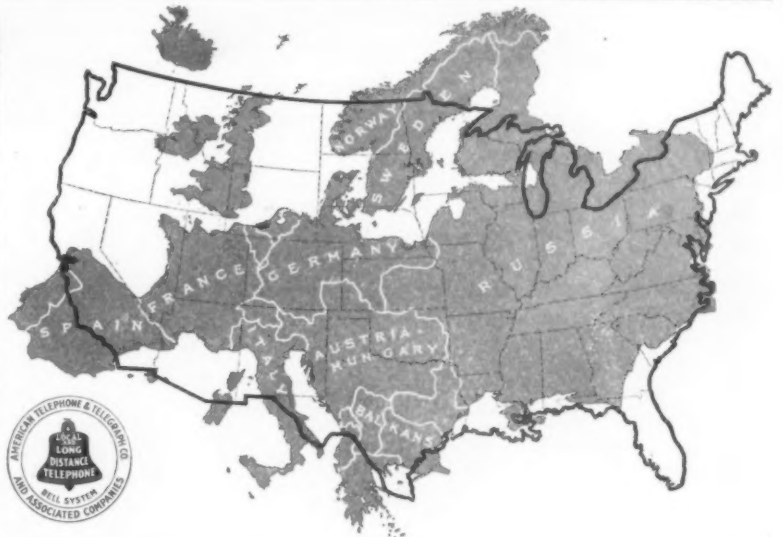
J. F. W.: "There are certain portions on the body of my car that are rather dull, although the paint is not worn off, and I do not care to go to the expense of having the body repainted. How may I brighten the general appearance of the car?"

There are several preparations on the market that are supposed to replace varnish, but it is improbable if many of them are satisfactory. A simple method, however, consists of rubbing a few coats of a high-grade quality of furniture or floor wax on the surface, allowing a sufficient interval between applications for drying.

The Season's Plays in New York

Aeolian Hall	Symphony and concert music.	Hudson Knickerbocker	The Show Shop With Douglas Fairbanks. Fads and Fancies Mirthful musical comedy.
Astor	Hello Broadway Geo. M. Cohan and Wm. Collier, the two sterling stars.	Liberty	Birth of a Nation Spectacular high-priced motion picture play.
Belasco	Marie Odile Frances Starr in a strong emotional drama.	Little	A Pair of Silk Stockings A society farce.
Booth	Alice in Wonderland A child's play from the old fairy tale.	Longacre	Inside the Lines A thrilling war drama.
Broadway	Gretchen Green With Marguerite Clark. Successful melodrama.	Lyric	The Only Girl Admirable mixture of farce, comedy and music.
Candler	On Trial	Maxine	The Adventure Phyllis Neilson-Terry in a play of Lady Ursula noted revival.
Carnegie Hall		New Amsterdam	Watch Your Step Ragtime musical comedy.
Cohan's	Experience It Pays to Advertise A roaring farce.	Park	Polygamy An absorbing Mormon drama.
Comedy	The White Feather A new drama of war.	Playhouse	Sinners Excellent vaudeville.
Cort	Under Cover Good melodrama.	Proctor's	New bill weekly.
Dance de Folies	Ziegfeld Mid-night Frolic Clever and snappy variety.	Punch and Judy	The Clever Ones An amusing satire.
Eltinge	The Song of Songs Tiresome and disgusting play.	Shubert	To-night's the Night Trivial musical comedy.
Empire	The Shadow Ethel Barrymore at her finest.	39th Street	Taking Chances Lou Tellegen in a new farce.
Fulton	Twin Beds Laughable farce.	44th Street	The Peasant Emma Trentini and Clifton Crawford in musical comedy.
Gaiety	Daddy Long-Legs Comedy of sweetness and sentiment.	48th Street	The Law of the Land Thrilling melodrama.
Globe	Chin-Chin Montgomery and Stone in a musical comedy.	Wallack's	Granville Barker in repertoire.
Harris	The Lie Margaret Illington in a stirring, emotional play.	Winter Garden	Maid in America Spectacular vaudeville.
Hippodrome	Motion Pictures de Luxe		

In answering advertisements please mention "Leslie's Weekly"



The Agency of a United People

A striking comparison between a homogeneous country and a heterogeneous group of countries is obtained by placing over the map of the United States the map of Europe. These represent the same area—about 3,000,000 square miles—if a few of the remote provinces of Russia are omitted.

Europe has the advantage in population, with more than four times as many people as the United States; in the number of large cities, with two and a half times as many cities of over 100,000 population.

Yet the United States, a comparatively young country, has outstripped Europe in the diffusion of civilization, because of its wonderfully greater means of communication between all parts of its area. The United States not only excels in transportation facilities, but it has nearly three times as many telephones as Europe, or about eleven times as many in relation to population.

By the completion of the Transcontinental Line we now talk from one end of this country to the other, while in Europe the longest conversation is no farther than from New York to Atlanta, and even that depends on the imperfect co-operation of unrelated systems.

Europe, with twenty-five countries and many different languages, serves as an illuminating contrast to the United States, with one language and a homogeneous people, despite the fact that our population has been derived from all parts of the world.

During the last forty years the steadily extending lines of the Bell System have contributed in no small measure to this amalgamating of different races.

The latest achievement—the linking of coast to coast—has given greater force to the national motto, "E Pluribus Unum."

AMERICAN TELEPHONE AND TELEGRAPH COMPANY AND ASSOCIATED COMPANIES

One Policy

One System

Universal Service

Vudor Porch Shades

Every shade equipped with Vudor Safety Wind Device

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Over 600,000 in daily use

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"Do you wear those sheer hose for all outdoor sports, John?"
 "Yes; they're Holeproof—guaranteed to wear six months without holes."



Holeproof Hosiery

FOR MEN, WOMEN AND CHILDREN

Holeproof Hose are stylish and light weight—seamless and comfortable. And six pairs are guaranteed to wear without holes for six months. If any of the six pairs fail in that time we give you new hose to replace them free.

We use the best Egyptian and Sea Island cotton yarns, costing an average of 71c per pound. And the best Japanese thread silk. Common cotton yarns cost 29c.

Go see Holeproofs at your dealer's—see them in the season's popular colors.

The genuine are sold in your town. Ask for dealers' names. We ship

HOLEPROOF HOSIERY CO., MILWAUKEE, WIS.
 Holeproof Hosiery Co. of Canada, Ltd., London, Canada

direct where no dealer is near, charges prepaid, on receipt of remittance.

Write for free book about Holeproof.

\$1.50 per box and up for six pairs of men's cotton Holeproofs; \$2.00 per box and up for six pairs of women's or children's in cotton; \$1.00 per box for four pairs of infants' in cotton. Above boxes guaranteed six months. \$1.00 per box for three pairs of children's cotton Holeproofs, guaranteed three months. \$2.00 per box for three pairs of men's silk Holeproof socks; \$3.00 per box for three pairs of women's silk Holeproof stockings. Boxes of silk guaranteed three months. Three pairs of Silk-Faced Holeproofs for men, \$1.50; for women, \$2.25. Three pairs of Silk-Faced are guaranteed for three months.



Calling on America

By MARTIN MARSHALL

AMERICA has heard the call of a world in distress and never before has there been such a vast outpouring of charity as that which has helped to save the unfortunate Belgians from starvation and is mitigating the horrors of the great war in other lands. Vast as has been the response to the cry for help from the war-stricken countries of Europe, it seems infinitesimal beside the tremendous necessities. A recent statement issued by the American Commission for Relief in Belgium shows that \$20,000,000 worth of foodstuffs has been delivered in that country since the inception of the commission's work, and \$19,000,000 additional is now on its way to the stricken country or stored for shipment as soon as possible. Of this \$39,000,000, \$8,500,000 has been provided by the benevolent contributions of food or cash and the balance of \$30,500,000 "was provided by banking arrangements set up by the commission." The report does not specify what these banking arrangements are, but the money comes from funds removed from Belgium to England before the occupation of the former country by the Germans. Belgium is doing all that she can to provide for her own wants, but the necessities are so much greater than her resources that the need for relief was never more pressing than at the present moment.

The commission has just undertaken to furnish food to 2,500,000 French civilians who are threatened with starvation behind the German lines. During this month half a million French people resident in the district between Maubeuge and Sedan have been given assistance and the commission finds that the citizens of Lille, Cambrai and other towns in northern France are in a desperate condition and must have relief if wholesale starvation is to be avoided. The mortality among old people and infants is extremely high, due to insufficient food and unsanitary conditions. It is estimated that the cost of taking care of the destitute civilian population of France, now entirely cut off from help by the French government, will be from \$2,000,000 to \$3,000,000 per month.

France and Belgium, however, form only a small part of the relief problem. Serbia is in desperate straits and insistent appeals are being made to the generosity of Americans in behalf of this heroic little nation. Not only starvation but epidemics of the most dreaded diseases are to be combated throughout the country. Russian Poland, where millions of non-combatants are starving and homeless, is also crying for help. Conditions in Galicia are equally bad and the difficulties of rendering assistance are even greater. Private charity in America has been responsive to all these appeals, and it may be added that private charity is also doing something for the destitute in Mexico as thousands of homeless refugees along the northern border are being fed by generous Americans.

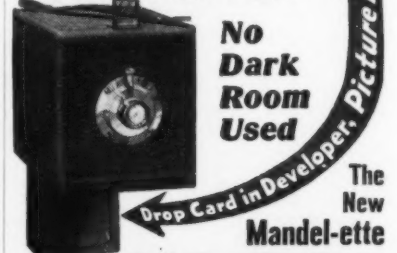
These large activities, however, form only a part of the relief work that is being carried on in this country. In every city bazaars and fairs are being held for the benefit of various relief organizations. Generous contributions are forwarded to the American Red Cross establishments in Europe and American citizens by the hundreds are giving their services as physicians, nurses, ambulance drivers and hospital orderlies without pay and often at great personal expense. American Red Cross work is not confined to any one country or group of countries. American hospitals in France, England, Germany, Russia, Serbia and Austria are all being carried on by funds supplied by Americans and are everywhere setting high standards of efficiency. It is impossible to estimate the total amount of money that has been contributed from this country to Europe since the war began, but it is certain that the need for assistance has not reached its height. The next few months will bring more heart-rending appeals for help. Even after the war is over there will still be vast opportunities for generous humanity to assist the unfortunate victims of this terrible conflict. Even now an American organization has undertaken to supply agricultural relief to the Serbians and has a representative on his way to Serbia to distribute farm machinery and seed. The war bids fair to be prolonged until the weaker contestants are almost wholly paralyzed and in this event America, the granary, and it would seem, the almoner of the world, will undoubtedly assist generously in rehabilitating the stricken peoples.

GREAT BEAR SPRING WATER
 (50c the case of 6 glass stoppered bottles.—Advt.)

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A Marvelous Camera

Takes and Makes Finished Pictures INSTANTLY



No Dark Room Used
 The New Mandel-ette

SEND ONLY 50c

In order that you may get acquainted right now with the greatest camera invention of the age—the marvelous New Mandel-ette that takes and makes perfect finished post card pictures, 2½x3½ inches, right on the spot, in one minute and at one-tenth the cost of ordinary photography, we will send you one upon receipt of 50 cents and the only reason we ask for 50 cents is to protect ourselves against curiosity seekers.

NO FILMS—NO PLATES

The New Mandel-ette loads in daylight 16 to 50 post cards at one time. Does away with dark room, films, plates, trays and all trouble. It is instantaneous photography. Universal focus lens produces sharp pictures at all distances. Perfect working shutter. Combined "3 in 1" Developer eliminates need of other solution. Pictures develop automatically. Can't over-develop, results simply amazing.

A Child Can Operate It

Complete outfit consists of New Mandel-ette Camera measuring about 14½x6 inches, making pictures 2½x3½ inches, and everything that is needed to make finished pictures. Plain instructions with each outfit enable you to begin making pictures moment outfit arrives. No waiting, no long, tedious experimenting. Send only 50c, pay balance, \$4.99, on arrival, examine it, take and make pictures with it and if you do not find the Mandel-ette everything we claim for it send it back and we will cheerfully refund your money.

The Mandel-ette gives you a tremendous advantage over an ordinary camera in saving time and cost of pictures. You can sell these Mandel-ette post card pictures for 10c each easily and quickly, people wonder how it's done. Big profits—lots of fun. Send for the Mandel-ette today. Offer from this ad. If you feel that you must have more information before ordering a "Mandel-ette" send for our free book.

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 Enclosed please find 50c. Send me at once one "Mandel-ette" Camera, complete outfit and supply of Postals prepaid. I agree to pay balance, \$4.99, if satisfactory, if not you are to return my remittance.

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A. C. BARLER MFG. CO., 341 E. Ohio St., Chicago

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I Want Men

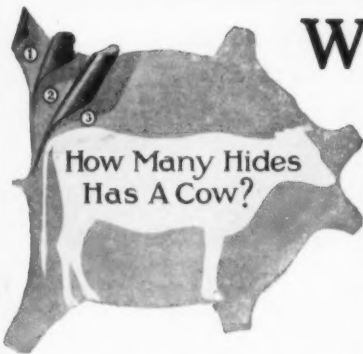
Like YOU Who Want to Make \$3,000 A Year, or More
 We need a good, live man right now in your territory to handle real estate deals for us. No experience or capital necessary. We teach you the Real Estate Business and make you agent in your locality. Easy work, large profits. Turn your spare time into cash. Send for Free Book. **MORDEN REAL ESTATE SCHOOL, 248 Palace Bldg., Minneapolis, Minn.**

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LOOK LIKE DIAMONDS
 Stand acid and fire diamond test. So hard they easily scratch a file and WILL CUT GLASS. Brilliance guaranteed 25 years. Mounted in 14k solid gold diamond mountings. See them before paying. Will send you any style ring, pin or stud for examination—all charges prepaid. No money in advance. Money refunded if not satisfactory. Write today for free catalog. (11)
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 Buys This Visible Oliver Typewriter
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Judge
 The Happy Medium
 10 Cents—On all Newsstands



WHO "should worry"?

You, if you expect to buy an automobile, or if the one you own is upholstered in coated "split leather" that is rotting and splitting, and giving your car a generally disreputable appearance.

A real cow only grows one hide—too thick for upholstery—suitable only for shoe soles, belting, etc. To produce genuine grain leather upholstery, 2/3 to 3/4 of this thickness is split away.

To save the by-product, some manufacturers split it into two or more thin sheets, coat and emboss it to make it look like grain leather. Hence 2/3 to 3/4 of all leather upholstery is coated splits.



MOTOR QUALITY
 For Automobiles
CRFTSMAN QUALITY
 For Furniture

Is Guaranteed Superior to Coated Splits

It is coated and embossed the same way, but with much more coating, and the backing is a fabric twice as strong as the average split.

America's largest automobile manufacturers have used it on hundreds of thousands of cars with entire satisfaction and better service than they formerly got from splits.

In selecting a car, choose one of the many now using it.

Small Sample Craftsman Quality Free or a Piece 18" x 25", Postpaid, 50c.

It is on sale by John Wanamaker, Philadelphia; McCreery & Co., Pittsburgh; J. & H. Phillips, Pittsburgh; John Shillito Co., Cincinnati; Stix-Baer-Fuller Co., St. Louis; The Palais Royal, Washington, D. C.; Bedell & Co., Washington, D. C.; Stewart & Co., Baltimore, Md.; T. Eaton & Co., Ltd., Toronto and Winnipeg; Du Pont Fabrikoid Co., 90 West St., New York; Davison-Paxon-Stokes Co., Atlanta, Ga.; D. N. & E. Walter & Co., San Francisco, Los Angeles, Seattle and Portland; Henry B. Day Co., Los Angeles, and upholstery dealers generally.

DU PONT FABRIKOID CO., Wilmington, Del.
 Canadian Branch: Toronto, Ontario

A Gentleman's Sport in Mexico

A unique and thrilling pastime that is as exciting as bull fighting, but without its brutality

Photos by F. J. Splitstone



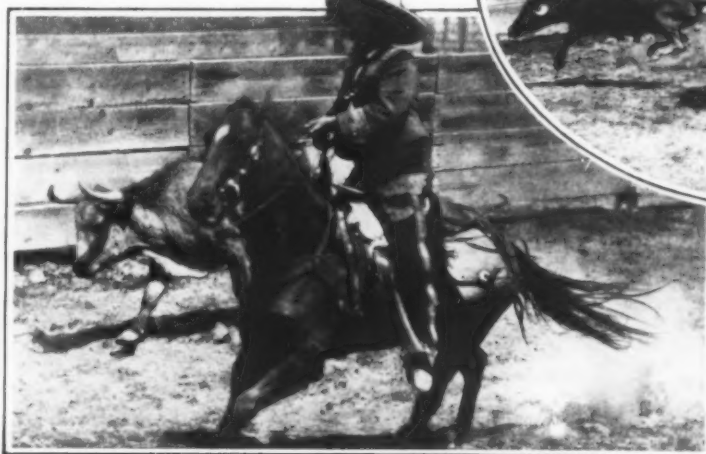
ALL FOUR FEET OFF THE GROUND

In this picture we see the horseman and his victim at the moment the latter begins his fall. The frightened animal is clear of the ground and is starting to turn over in the air.



A SWIFT DRIVE

The game called *colear* begins by starting a wild steer on the run. The horseman gallops after him at his best speed, and, watching his opportunity, seizes the animal by the tail and throws him to the ground.



CLOSING IN ON THE STEER

It takes a watchful eye and the best of horsemanship to gain the point of vantage necessary for the accomplishment of the feat. The well-trained horses know just what is expected of them and seem to enjoy the game as much as their riders.



AT THE END OF THE GAME

The horseman has released his hold and the steer is prostrate in a cloud of dust.



GETTING BACK TO EARTH

Here the long-horn has lost his footing, and, very much surprised, is about to measure his length on the ground.



A FAMOUS MEXICAN VAQUERO

Vicente Orepeza is known as one of the most skillful riata throwers in Mexico. He formerly traveled with a show in the United States and proudly displays a medal given him by Buffalo Bill.



RIDING A WILD STEER

The animal is roped and thrown and a riata is wrapped around its body, to which the rider clings.



LOOKS EASY BUT TRY IT

General Carlos Rincon Gallardo, Marquis de Guadeloupe, one of the wealthiest men in Mexico, displaying his skill with the riata.



WHEN THE LASSO BEGINS TO TIGHTEN

Throwing the lasso, or, as the Mexicans call it, the riata, is an art which is said to have originated in Mexico. Like horsemanship, it is a favorite sport with Mexican gentlemen, many of whom take delight in participating in the round-ups of the great herds of cattle in the grazing country.

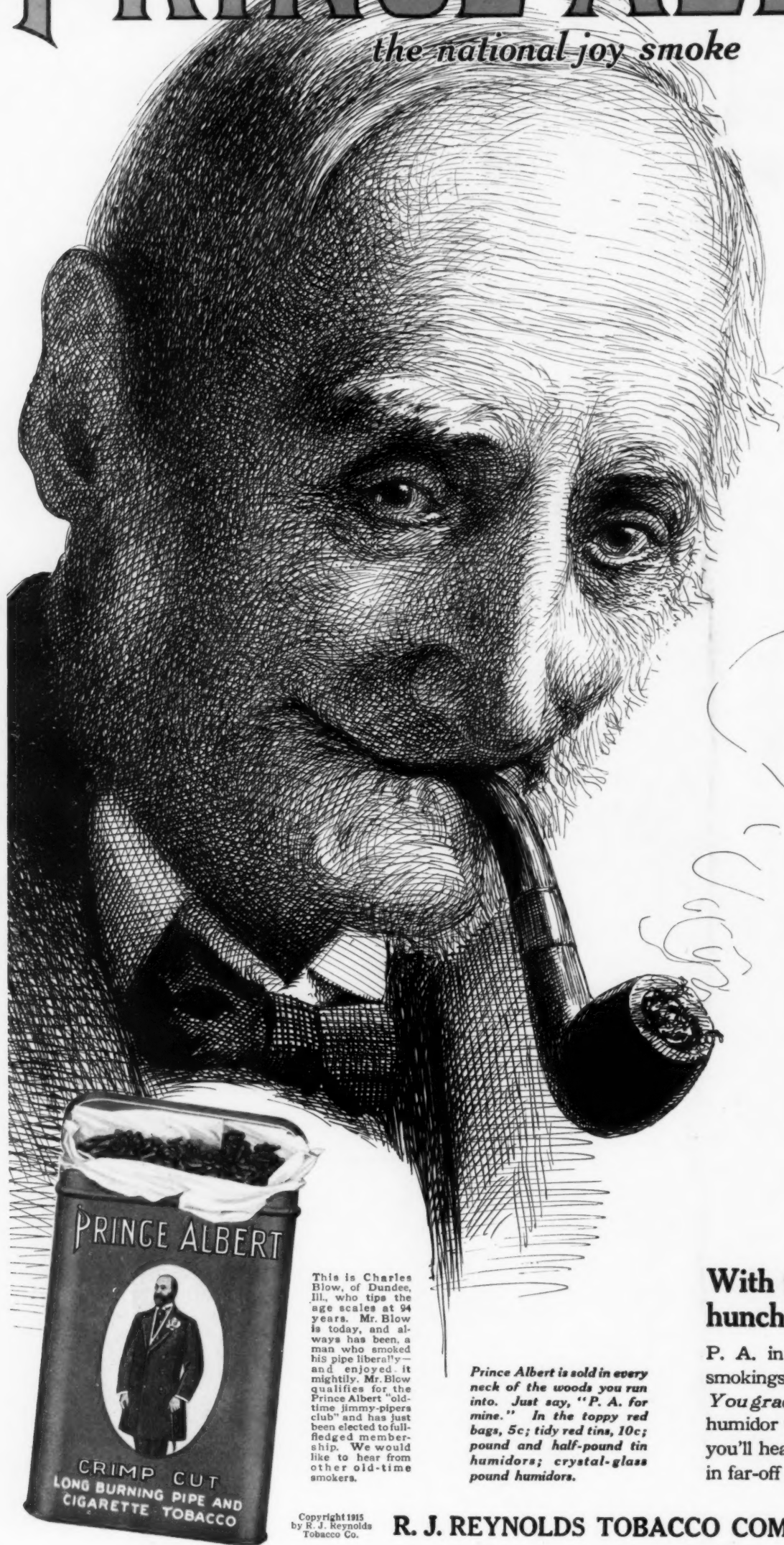


THE WORK OF A FEW SECONDS ONLY

Three ropers have lassooed this animal at the same moment, one tying his hind feet, another roping his fore feet and the third encircling his neck with a riata. This is the method followed on cattle ranches when it is necessary to render an animal completely helpless for branding or other purposes.

PRINCE ALBERT

the national joy smoke



This is Charles Blow, of Dundee, Ill., who tips the age scales at 94 years. Mr. Blow is today, and always has been, a man who smoked his pipe liberally—and enjoyed it mightily. Mr. Blow qualifies for the Prince Albert "old-time jimmy-pipers club" and has just been elected to full-fledged membership. We would like to hear from other old-time smokers.

Prince Albert is sold in every neck of the woods you run into. Just say, "P. A. for mine." In the toppy red bags, 5c; tidy red tins, 10c; pound and half-pound tin humidors; crystal-glass pound humidors.

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Tobacco Co.

hands you this little line of talk:

You get in an awful hurry to smoke some pipe, or roll a makin's cigarette. For, right around the corner, there's a tidy red tin of Prince Albert waiting on *your* howdydo that'll make you wish you could kick back the birthday clock and begin firing up all over again!

For nine men out of ten like the listen of a pipe and some time in their lives have hit one up—and, maybe, been tongue-scorched. *But it's different since P. A. blew in!* Because, no matter how pipe-shy any man is, no matter how tender his tongue, *he can* smoke a pipe, and *he will* smoke a pipe if he smokes Prince Albert tobacco!

Why, firing up some P. A. is like having breakfast handed to you in bed of a Sunday a. m.! You just jam that joy'us jimmy pipe with load after load. And it is a fact that the first few pulls *prove* P. A. can't bite your tongue or parch your throat. That's because it is made by a patented process owned exclusively by the R. J. Reynolds Tobacco Co. *No other tobacco can be like Prince Albert.* So, when the "just as good as P. A.'s" start chorus work, let 'em rave! *You know!*

Allow this to percolate into your system: Smoking Prince Albert is pretty much like drawing down *yours* about 4.15 p. m. on pay day. Yes, sir; gets to be such a right cheerful habit you kind of hate to miss fire!

With this short hunch we'll close:

P. A. in the tidy red tin is mighty happy smokings to cut your pipe teeth on, but listen: *You graduate* to that bully crystal-glass pound humidor with the sponge moistener top! Say, you'll hear the sweet music of the honey birds in far-off gardens surest thing you know!

R. J. REYNOLDS TOBACCO COMPANY, Winston-Salem, N. C.